

**Maricopa County Board of Supervisors**  
**MARICOPA COUNTY 2020, EYE TO THE FUTURE**  
**Comprehensive Plan Resolution of Adoption**  
**XXX, XX, 1997**

**RESOLUTION ADOPTING THE MARICOPA COUNTY COMPREHENSIVE ]**

BE IT RESOLVED by the Maricopa County Board of Supervisors as follows:

WHEREAS, Title 11, Section 806 of the Arizona Revised Statutes directs the Planning and Zoning Commission to prepare “a comprehensive plan of the area of jurisdiction of the county for the purpose of bringing about coordinated physical development in accordance with the present and future needs of the county. The comprehensive plan shall be developed so as to conserve the natural resources of the county, to insure efficient expenditure of public funds, and to promote the health, safety, convenience, and general welfare of the public. ”; and

WHEREAS, Maricopa County, over the last several decades has been among the most desirable places in the United States to live and do business, resulting in rapid growth in population and economic opportunity; and

WHEREAS, this comprehensive plan has been developed to accommodate growth and economic prosperity, to enhance the high quality of life in Maricopa County, and to facilitate continued development in a coordinated and harmonious fashion; and

WHEREAS, This board acknowledges the responsibility to exercise its power in establishing land use patterns and development requirements which mitigates adverse impacts to the environment, and ensures compatible land uses while enhancing individual freedom and opportunity, respecting private property rights, and facilitating competition and the operation of a free marketplace; and

WHEREAS, growth in accordance with sound planning can result in a stronger economy, more efficient use of infrastructure, compatible development patterns, decreased pollution, protection of natural resources, and an improved quality of life; and

WHEREAS, the coordination of development issues requires a regional perspective to ensure coordinated development and preservation of the quality of life in the county; and

WHEREAS, this Board seeks to establish an efficient and cost effective government framework to accomplish the foregoing with well designed processes, coordinated effort, and careful avoidance of duplicative or conflicting requirements with other government agencies; and

WHEREAS, the establishment of this Comprehensive Plan will provide the Board of Supervisors and other decision makers in the county, both public and private, with proper long range guidance to make decisions based on clear regional policies; and

WHEREAS, the Comprehensive Plan is intended to be flexible and may be changed from time to time by the Board of Supervisors at their discretion, in order to modify the plan to reflect changing needs or desires of the community which may arise over time; and

WHEREAS, over 120 public meetings, community workshops and focus groups were conducted to understand issues concerning growth; to develop a vision for the region; and to establish policies for land use, transportation, economic development, and the environment to achieve the goals and desires of the community; and

WHEREAS, the General Plans of the cities and towns within Maricopa County have been carefully considered as they relate to unincorporated lands; and

WHEREAS, the Oversight Steering Committee, comprised of members of the Board of Supervisors, the Planning and Zoning Commission, and The Transportation Advisory Board, has provided guidance and strategic direction to the preparation of this Comprehensive Plan; and

WHEREAS, the Planning and Zoning Commission of Maricopa County, after careful study and a public hearing has recommended to the Board of Supervisors this Comprehensive Plan for Maricopa County; and

WHEREAS, the Board of Supervisors has carefully considered the Comprehensive Plan and has held a public hearing and finds that said plan constitutes a suitable, logical, and timely plan for the future development of Maricopa County to the year 2020.

NOW, THEREFORE, BE IT RESOLVED, that the document consisting of the text, maps, and supporting materials entitled "Maricopa County 2020, Eye to the Future" and dated 1997 is hereby adopted as the Comprehensive Plan of Maricopa County in accordance with ARS 11-824, this XX th day of XXX, 19XX.

RESOLVED FURTHER, the goals, objectives, and policies contained in the Land Use, Transportation, Environment, and Economic Development Elements and the recommended Comprehensive Plan Agenda for Action be implemented as policy.

RESOLVED FURTHER, to remain current with the needs of Maricopa County and represent the best thinking of the Board, the Planning and Zoning Commission, and other boards, commissions, and departments of the county, the Comprehensive Plan may be amended from time to time.

RESOLVED FURTHER, The Planning and Zoning Commission shall review the Comprehensive Plan every four years and recommend amendments to the Board, if it determines any should be made. The review should be timed so that necessary amendments to the Comprehensive Plan be adopted prior to the development of the Capital Improvement Programs of the Department of Transportation and the Flood Control District.

RESOLVED FURTHER, the Commission shall conduct a major update of the Comprehensive Plan every ten years, and

RESOLVED FURTHER, that the General Plans of the cities and towns of Maricopa County shall be considered as providing guidance for the physical development of unincorporated lands within specific General Plan areas insofar as the General Plans have been updated within five years and have included the values, visions, and goals of the residents and property owners within said unincorporated lands.

RESOLVED FURTHER, that all matters affecting the physical development of lands in the unincorporated county submitted to the Planning and Zoning Commission shall be in general conformity to the Comprehensive Plan or approved Development Master Plans. All submittals shall include a report indicating general conformity to the plan. Submittals that include unincorporated lands within the General Plan of a specific city or town be generally consistent with the specific General Plan within which the lands are contained insofar as said General Plan has been updated within five years of the date of submittal and has gone through a public notice and participation process which includes landowners and residents in the unincorporated portions of the specific General Plan. If said plan has not been updated within the specified time, recommendations concerning the physical development of land shall be at the discretion of the Planning and Zoning Commission, and decisions shall be at the discretion of the Board of Supervisors.

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Chairman

Attest: 

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Clerk of the Board

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Director,  
Planning and Development Department

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## **EXECUTIVE SUMMARY**

### **OVERVIEW**

Maricopa County is a vast and diverse aggregation of different ecosystems, lifestyles, and land uses. County government is required by State law to prepare a comprehensive plan “to conserve the natural resources of the county, to insure efficient expenditure of public funds, and to promote the health, safety, convenience, and general welfare of the public.” (ARS 11-806)

The Mission of Maricopa County, as adopted by the Board of Supervisors in 1995, is to enhance, increase and enrich the individual freedom and opportunities of all Maricopa County citizens. This mission is the foundation of all County efforts and provides the philosophical framework for the Comprehensive Plan.

The “Eye To the Future” planning process is structured to emphasize public involvement and incorporate comments, ideas, and direction of the public into the plan. Through this effort, the citizens of Maricopa County have developed a vision statement to guide the plan:

*Our overriding vision for Maricopa County is to accommodate growth in a fashion that will preserve our sense of community and protect and enhance our quality of life. Priorities include protecting our unique desert environment, cultural heritage, and Southwestern lifestyle. These unique features define our region and provide an identity that is recognizable in the international arena. Recognition and enhancement of these characteristics are critical to our future success.*

The underlying tenet of the Comprehensive Plan is to encourage coordinated growth in the urbanizing portions of the planning area, and reserve the balance of the county for rural uses, open space, and high quality development master plans.

### **HISTORY**

Maricopa County, encompassing 9,226 square miles in central Arizona, was originally inhabited by Native Americans, known as the Hohokam, who abandoned the area during the 1300s for unexplained reasons. Agriculture was the prominent activity for the Hohokam and was reestablished during the 1860s as European settlers migrated to the Salt River Valley.

The arrival of the railroad in 1877 caused a surge in activity. Irrigated agricultural production and population surged again after the completion of Roosevelt Dam in 1912, which providing the region with a reliable water supply. Maricopa County quickly became one of the leading agricultural producing counties in the United States and a winter haven for tourists.

Until World War II, the traditional economic powerhouses of both the State of Arizona and Maricopa County were the four “Cs”: Cotton, Copper, Cattle, and Citrus. The planned strategic decentralization of the Nation’s industrial base during the war established Maricopa County as a center of aluminum processing, electronics production, aviation, and a center for pilot training. These newly established industries fueled the monumental growth of the county in the post war era.

By 1960, the population was over 660,000 people, reaching one million residents in the early 1970s. The population continued to grow rapidly in the rush to the Sun Belt. so that by 1990, Maricopa County could claim over 2.2 million residents and over 2.5 million by 1995. Population projections in 1997 predict Maricopa County will have a population of 4.5 million people in 2020.

This plan seeks to create strong and vibrant communities within Maricopa County by encouraging orderly development while creating a healthy environment and a healthy economy. By guiding new growth into areas that can sustain additional development, the plan endeavors to conserve scarce resources and to build strong communities based on an efficient transportation system, well-protected environmental resources, and a strong, diversified economy. The plan’s elements reflect the character of the county’s population, while the policies and implementation tools guide future land use and transportation decisions.

### ***WHAT IS THE COMPREHENSIVE PLAN?***

The Comprehensive Plan will guide decision making by the Planning and Zoning Commission and the Board of Supervisors to protect natural resources, insure efficient expenditure of public funds, and promote the health, safety, convenience, and general welfare of the public.

### ***HOW TO USE THE PLAN***

The Comprehensive Plan provides a schematic guide for decisions concerning growth and development. While it is ultimately a tool to be used by policy makers to guide their decisions, it also serves as a reference for the private sector in making informed investment decisions. The underlying tenet of the Comprehensive Plan is to encourage coordinated growth in the urbanizing portions of the planning area, and reserve the balance of the county for rural uses, open space, and high quality development master plans. The plan is guided by the following basic principles: Decision-making processes should

- ◇ recognize and integrate both short-term and long-term land uses, transportation, environmental, and economic development considerations.
- ◇ Planning efforts should be coordinated between various levels of government.

- ◇ The most cost-effective solutions should always be considered.
- ◇ Citizen participation will remain an integral part of the Comprehensive Plan's implementation and amendment process.

Each of the Comprehensive Plan elements contains a series of goals, objectives and policies that can be used to define development standards according to the principles.

- ◇ A **goal** is a concise statement describing a condition to be achieved. It does not suggest specific actions, but describes a desired outcome.
- ◇ An **objective** is an achievable step toward the goal. Progress towards an objective can be measured and is generally time dependent.
- ◇ A **policy** is a specific statement to guide decision making. It is derived from the goals and objectives of the plan.

## COMPREHENSIVE PLAN ELEMENTS

### Land Use

The land use element, in concert with the other elements of the Comprehensive Plan, establishes a planning process designed to achieve a well integrated, and efficient decision making process. The land use element will accommodate growth in the unincorporated County until the year 2020 by identifying goals, objectives, and policies that translate into land use designations. These will influence the pattern and timing of land development in the county, while recognizing environmental constraints and the desires of residents to have different types of living and working conditions. Uniform application of these policies and objectives should result in balanced and harmonious communities where a high quality of life can be maintained.

### LAND USE AREAS

Given the vast area under the jurisdiction of Maricopa County, the land use area designations in this plan embody generalized land use, development or preservation concepts, not specific land uses or densities. However, underlying some of these areas are more detailed plans that recommend specific land uses. The designations also vary by jurisdiction and regulatory authority. Following the list of the designations is a discussion of each category.

The land use designations of the plan are:

- ◇ **Incorporated Areas** These areas are under the jurisdiction of the cities, towns, and Indian Communities.
- ◇ **General Plan Development Areas** The General Plan Development Area (GPDA) is unincorporated areas that are likely to be annexed by a city or town in the

- future and are included in an adopted municipal general plan. These general plans often provide specific recommendations for proposed land uses.
- ◇ **Municipal Planning Areas** The Municipal Planning Area (MPA) consists of unincorporated areas identified by the municipalities as being within their area of future interest, but are presently not included in a municipal general plan. County plans will continue to guide growth and development in the Municipal Planning Area until such time as the respective municipality amends its general plan to include specific portions of the MPA.
  - ◇ **County Land Use Plan Areas** County Area Plans are those areas, generally located outside a municipal general plan, that are included in a county area land use plan. County area land use plans were developed and approved by the County and provide direction on land use decisions. The County will continue to recognize these plans and update them as needed to be consistent with the Comprehensive Plan. The goals and policies set forth in the Comprehensive Plan are intended to be carried forward and be reflected in updates to the Area Plans.
  - ◇ **Existing Development Master Plans** Within the county are existing development master plans that are built-out, under construction or proposed. All existing DMPs within the county may be developed in accordance with their approved development master plan. The balance of an existing development master plan may be developed in substantially the same manner as the developed portions
  - ◇ **Established Communities** Within unincorporated areas of the county there are established or developed communities with an established pattern of development and a sense of community, although the exact boundaries may be difficult to delineate. The intent of the established community designation is to recognize these areas and insure that their character and lifestyle are respected. These areas are characterized by existing patterns of development, guided and/or regulated by land use plans, community plans, improvement districts, or traditional zoning ordinances
  - ◇ **Rural Development Areas** Rural development areas (RDA) are those areas generally outside the present and future General Plan Development Area of the municipalities. These areas are typically rural in character with minimal, if any, infrastructure or public services. Residential development will be allowed at a very low density, generally not to exceed one house per five acres, except where higher density zoning exists, or as part of a development master plan. The purpose of the RDA is to preserve the opportunity for low density, rural living as a lifestyle choice. Residents choosing a rural lifestyle should not expect urban services. These areas generally rely on wells and on-site septic systems, rather than municipal water and sewer systems.

- ◇ **Dedicated Open Space** Dedicated open space areas are areas under public ownership that have unique environmental and physical qualities. These qualities include mountains and foothills, rivers and washes, canals, significant desert vegetation, wildlife habitat, and cultural resources. Within Maricopa County, dedicated open space exists in the form of regional parks, wilderness areas, wildlife areas and the Tonto National Forest. These sources of open space, nearly 2,000 square miles, provide recreation and visual resources for the residents of Maricopa County.
- ◇ **Open Space Conservation Area** The Open Space Conservation Area (OSCA) includes natural resources and open spaces critical to the quality of life in the county. These areas are intended to be planned and managed to protect, maintain, and enhance their intrinsic value for recreational, aesthetic, and biological purposes. Within the Open Space Conservation Area public access should be protected and preservation encouraged. All privately owned and state trust land considered for Open Space Conservation may be developed unless it is added to the public domain or protected using other techniques that respect property rights.
- ◇ **Future Development Master Plans** The Development Master Plan (DMP) component of the Comprehensive Plan encourages quality standards of prudent and sustainable land use for future master planned development outside the urbanized area of the county. These communities have the potential to provide mixed land use opportunities, a wide range of housing choices, open space and recreational opportunities, and provide an appropriate multi-modal transportation system connected to schools, parks, retail, and employment centers. DMPs may be located at the discretion of market and environmental analyses, while providing connectivity to major transportation corridors. Newly approved Development Master Plans in the County—including those in areas covered by a new or existing Area Plan—become the controlling planning document and Area Plan for that property.

## GOALS, OBJECTIVES, AND POLICIES

These goals, objectives, and policies evolved from existing county goals, existing goals of municipalities within Maricopa County, and lengthy discussions at public meetings, focus groups and partnering meetings. The following goals, objectives, and policies have been developed to accomplish the land use component of the Comprehensive Plan.

The goal of the land use element is to:

*Promote efficient land development that is compatible with adjacent land uses, is well integrated with the transportation system, and is sensitive to the natural environment.*

Within this goal, the following objectives apply:



- Objective L1**      **Promote infill development.**
- Objective L2**      **Provide employment opportunities proximate to housing.**
- Objective L3**      **Encourage innovative and varied approaches to development.**
- Objective L4**      **Provide for the coexistence of urban and rural land uses.**
- Objective L5**      **Promote planned communities that provide a mix of housing types and land uses.**
- Objective L6**      **Cluster development in appropriate patterns.**
- Objective L7**      **Ensure the provision of adequate public facilities.**
- Objective L8**      **Support innovative technological operations and facilities to encourage an appropriate balance of automobile use, and to encourage energy efficiency and the use of renewable resources.**
- Objective L9**      **Integrate transportation planning with land use.**
- Objective L10**     **Promote the balance of conservation and development.**
- Objective L11**    **Promote an inter-connected open space system.**

## ***TRANSPORTATION***

An appropriate transportation network for Maricopa County supports safe and efficient movement of goods and people, is environmentally compatible with surrounding conditions, and is supportive of economic development activities. This element identifies a system that consists of a primary, secondary, and local roadway network, combined with a series of overlays, to create a County roadway network. It defines a system of transportation facilities and services that may be developed in Maricopa County through the year 2020. The scope of this element includes not only existing and future roadway networks within the county, it also highlights regional efforts towards creating a multi-modal system to accommodate future transit, pedestrian, and bicycle needs.

Maricopa County is served by an extensive transportation system of highways, major thoroughfares, buses, regional airfields, and an international airport. In addition, a growing trail and bikeway system serves bicycle and pedestrian travel. This transportation system accommodates thousands of trips daily, mostly by single occupancy vehicles. However, the construction of transportation facilities within the county has not kept pace with development over the past 30 years. Increasing congestion on freeways and major arterials,

combined with insufficient mass transit, highlights the need to develop a more comprehensive roadway and transit network within Maricopa County.

The transportation element provides an overview of the roadway conditions, network connections, and capacities and limitations of the existing system. Supporting data for this element is available in the Transportation Inventory and Analysis of Existing Conditions report, published in 1997. The goals and objectives outlined in this element emphasize the need to maximize and efficiently use the existing and future Maricopa County transportation systems by considering alternatives to automobile travel, while better coordinating land use as it relates to transportation planning.

Discussions with the public and with partnering agencies within Maricopa County have focused on several key transportation related issues. These issues have been synthesized from public meetings, partnering sessions, and other public participation opportunities. These issues can be summarized as (not in priority order):

- ◇ Air quality
- ◇ Congestion
- ◇ Fuel (and other) taxes
- ◇ Incomplete freeway system
- ◇ Insufficient public transit
- ◇ Low density urban sprawl/inefficient roadway network
- ◇ Transportation funding sources

### ***Transportation Systems Plan***

The transportation element is a key component of the Comprehensive Plan. The system proposed in the Transportation Systems Plan will organize roadways under MCDOT's jurisdiction, help identify priorities for funding and maintenance, and provide a mechanism to effectively invest the department's resources. The TSP system is designed to be a flexible, proactive tool for system planning and capital programming beyond the five-year Capital Improvement Program horizon.

The roadway system is organized into primary, secondary, and local roads, combined with bridges and a number of overlays.<sup>1</sup> In order to categorize County roadways, those serving a regional interest and required for roadway system performance were identified.

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<sup>1</sup> Overlays include: scenic, recreational, emergency management, intelligent transportation systems, bicycle, and transit.

Primary roadways are significant routes for regional travel. The county will give high priority to improving primary roadways under its jurisdiction. The county also recognizes opportunities inherent in partnering with other jurisdictions for primary roadway improvements.

Secondary roadways serve primarily sub-regional travel. Improvements to secondary county roadways will be programmed based in part on their proximity to neighboring or surrounding jurisdictions and availability of other urban services.

Local county roadways serve nearby development and as collectors for primary and secondary roadways. In general, the county will only program major improvements to local roadways where there is a special need or unless there is extensive participation<sup>2</sup> from the surrounding community.

### GOALS, OBJECTIVES AND POLICIES

The goal of the Transportation Element of the Maricopa County Comprehensive Plan is a declaration of anticipated and ideal results based on a combination of community endeavors and professional opinion. The goals address relevant transportation inputs into the regional growth and development process within the county. The intent is that the transportation improvements and alternative mode development process will contribute to an improved quality of life for the residents of Maricopa County.

The Goal of the Transportation Element is to:

*Provide an efficient, integrated, accessible, environmentally sensitive, and safe County-wide multi-modal system that promotes transit, bikeways, and pedestrian travel.*

Within this goal, the following objectives apply:

- Objective T1      Reduce the proportion of trips made in single occupancy vehicles.**
- Objective T2      Increase transit ridership.**
- Objective T3      Employ applicable technology to improve the use of transportation facilities.**
- Objective T4      Identify and accommodate transportation corridors.**
- Objective T5      Optimize public investments.**
- Objective T6      Minimize travel times.**

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<sup>2</sup> Assessment from within improvement districts is the most common form of participation.

**Objective T7      Reduce crashes.**

**Objective T8      Minimize and mitigate impacts of construction and operation.**

## ***ENVIRONMENTAL***

As the fourteenth largest county in the United States in terms of land area, Maricopa County's size and environmental diversity is greater than many states. The county's environmental ecosystems and land ownership patterns provide a complex natural setting and planning agenda. The Comprehensive Plan recognizes the importance of creating, improving, and conserving natural habitat and open space in order to increase biological diversity. The Plan focuses on maintaining and improving the physical environment thereby making the community more functional, beautiful, healthy, interesting, and efficient. Natural resource conservation and other environmental considerations are incorporated into this Comprehensive Plan to benefit and enhance the future quality of life for Maricopa County residents.

The Environmental Element for the Comprehensive Plan summarizes existing conditions within the natural environment and identifies objectives that will insure protection for the County's air, water, land, and cultural resources. Implementation of strategies that address these objectives is key to maintaining a high quality of life as growth and development occur between now and the year 2020. In this section, the following definitions apply:

- ◇ **Air Resources:** attainment of a level of air quality that will bring Maricopa County into compliance with federal standards, and development of measures to reduce noise pollution
- ◇ **Water Resources** rivers and streams, floodplains, and wetlands/riparian areas
- ◇ **Land Resources:** vegetation, wildlife and wildlife habitat, contaminated soils, topography, geology, and areas reserved for recreation, open space, and scenic quality
- ◇ **Cultural Resources:** archaeological resources and architecturally significant historic places

## ***GOALS, OBJECTIVES AND POLICIES***

Two environmental goals have been established through the comprehensive planning process for Maricopa County that specifically address the natural and human environment:

*Goal 1: Promote development that considers adverse environmental impacts on the natural and cultural environment, preserves highly valued open space, and remediates areas contaminated with hazardous materials.*

*Goal 2: Improve air quality and minimize noise impacts.*

With these goals the following objectives apply:

### *Goal One*

**Objective E1** Encourage preservation of significant mountainous areas with slopes over 15% for parks, open space, and/or compatible recreation use.

**Objective E2** Promote development that is compatible with the visual character and quality of the site.

**Objective E3** Promote the appreciation and preservation of significant archeological and historic resources within the framework of state and federal laws, regulations, and guidelines.

**Objective E4** Encourage the protection of habitat.

**Objective E5** Promote the protection and preservation of riparian areas.

**Objective E6** Encourage the reduction of pollutants in rivers and streams within the framework of state and federal laws, regulations, and guidelines.

**Objective E7** Discourage new development in major 100-year floodplains.

**Objective E8** Encourage protection and enhancement of future water and groundwater supplies within the framework of state and federal laws, regulations, and guidelines.

**Objective E9** Encourage the cleanup and development of brownfield sites within unincorporated Maricopa County within the framework of state and federal laws, regulations, and guidelines.

### *Goal Two*

**Objective 2E1** Support efforts by the Maricopa County Department of Environmental Services to reduce emissions sufficiently to reach and maintain National Ambient Air Quality Standards by 1999 in county non-attainment areas.

**Objective 2E2** Minimize vehicle traffic noise on sensitive land uses.

## ***ECONOMIC DEVELOPMENT***

A sound economy is important to the livelihood and well being of Maricopa County residents and communities. Defining a vision for economic and community development required a

thorough assessment of the region's economic potential, needs, opportunities, and constraints. Most economic indicators show the region will continue to benefit from business expansions and relocation, tourism, retail trade, services, construction, and value-added agriculture.

The overall business climate in the region should be enhanced through state, county, and local actions and initiatives, primarily through tax and business incentives policies, the availability of capital, and the deployment of infrastructure and services. To enhance the county's economic development opportunities, the region should be supplied with affordable housing and community facilities.

Maricopa County has the power to intervene as catalyst or facilitator for quality development in the region. Thoughtful land use decisions, comprehensive transportation planning, and sensitive environmental controls, combined with economic development opportunities should aid in the generation of quality jobs and contribute to the enhancement of the quality of life for residents and communities. To be beneficial, economic development must not only help create wealth, it must also generate community benefits. Future development must help transform Maricopa County into a better place to live and work.

Maricopa County may have a role in economic development through a number of means including:

- ◇ Financial support through regional economic development agencies and the county Office of Economic Development.
- ◇ Promotion of tourism through Arizona Department of Tourism and the Phoenix and Valley of the Sun Convention and Visitors Bureau.
- ◇ Promotion of professional sports through the Maricopa County Sports Authority and the Stadium District.
- ◇ Direct financing of industrial, residential and health facilities through the issuance of bonds through the county Industrial Development Authority.
- ◇ Road improvements through ADOT and MCDOT.
- ◇ Facilitation of plan approvals by means of a One Stop Shop established in the Planning and Development Department.
- ◇ Flood control projects through the Maricopa County Flood Control District.
- ◇ The construction of facilities utilizing resources of the Community Development Department, the Library District, and the Parks and Recreation Department.

## GOALS, OBJECTIVES AND POLICIES

Goals, objectives, and policies reflect the direction that will be taken by the Maricopa County government in shaping economic growth and development in the planning region. These are designed in consideration of the vision outlined in this plan element within each of the designated strategic planning areas of the Comprehensive Plan, up to the year 2020. The goal of the Economic Development Element is to:

*Promote a growing balanced, efficient, and diversified economy, consistent with available resources, that enhances quality employment opportunities, improves quality of life, and is sensitive to the natural and cultural environment.*

Within this goal, the following objectives apply:

- Objective ED1     Expand quality employment opportunities and capital investment.
- Objective ED2     Encourage employment opportunities proximate to housing.
- Objective ED3     Foster community revitalization and development.
- Objective ED4     Enhance opportunities for education and labor training in the region.

## AGENDA FOR ACTION

It is important to identify short-term goals and tasks that can be undertaken soon after plan adoption. The Agenda for Action presents an overview of the tasks to be undertaken immediately upon plan adoption..

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**“Cities and landscapes are the tangible expression of our material and spiritual worth ...They express and define how we use or waste our resources, energy, time and land.”**

*- Leon Krier*



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## **ACKNOWLEDGEMENTS**

The preparation of *Maricopa County 2020, Eye to the Future*, was made possible by the cooperative efforts of the Maricopa County Board of Supervisors, the Planning and Zoning Commission, the Transportation Advisory Board, the Oversight Committee, the Staff Steering Committee, the County Administrative Office, and staff of the Planning and Development Department and the Department of Transportation, with additional assistance from the Flood Control District. The County would like to extend its appreciation to all the cities and towns, Indian communities, state and federal agencies, community organizations, home owners associations, organizations, businesses, citizens, and property owners whose diligent participation throughout the planning process has been instrumental in the development of this Plan.

## **BOARD OF SUPERVISORS**

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draft

## INTRODUCTION

### OVERVIEW

Maricopa County is a vast and diverse aggregation of different ecosystems, lifestyles, and land uses. County government is required by State law to prepare a comprehensive plan “to conserve the natural resources of the county, to insure efficient expenditure of public funds, and to promote the health, safety, convenience, and general welfare of the public.” (ARS 11- 806) Fundamental to the role of County government in serving the different interests and areas within the county is the mission statement adopted by the Board of Supervisors in 1995:

*The mission of Maricopa County is to enhance, increase and enrich the individual freedom and opportunities of all Maricopa County citizens.*

This mission statement is the foundation of all County efforts and provides the philosophical framework for the Comprehensive Plan.

The “Eye To the Future” planning process is structured to emphasize public involvement and incorporate comments, ideas, and direction of the public into the plan. Through this effort, the citizens of Maricopa County have developed a vision statement to guide the plan:

*Our overriding vision for Maricopa County is to accommodate growth in a fashion that will preserve our sense of community and protect and enhance our quality of life. Priorities include protecting our unique desert environment, cultural heritage, and Southwestern lifestyle. These unique features define our region and provide an identity that is recognizable in the international arena. Recognition and enhancement of these characteristics are critical to our future success.*

This Comprehensive Plan explicitly acknowledges there is an appropriate responsibility between the government and private property owners to address this mission and vision. The plan is intended to respect private property rights while enhancing, increasing, and enriching the individual freedoms and opportunities of all citizens.

Creation of this plan is authorized under Title 11, Section 806 of the Arizona Revised Statutes. The general purpose is to guide coordinated, adjusted, and harmonious development within the County. Under this section, the County Planning and Zoning Commission is directed to prepare “a comprehensive plan of the area of jurisdiction of the County for the purpose of bringing about coordinated physical development” and to promote the health, safety, convenience, and general welfare of the public. The statute further requires the comprehensive plan be developed so as to conserve the natural resources of the county and to insure efficient expenditure of public funds. Upon adoption, the plan shall be the official guide for the development of the unincorporated areas of the county.

## ***PHYSICAL SETTING***

Maricopa County encompasses 9,226 square miles in central Arizona within the Upper Sonoran Desert. (See Figure 111111–Maricopa County) The Salt River bisects the county, running from northeast to southwest. It joins the Gila River near the center of the county, continuing in a southwesterly direction towards the Colorado River, meeting it near Yuma. The life sustaining water this extensive river system brings to the region has defined life in Maricopa County from the earliest Native American settlements to the present day.

Varying in elevation from 436 feet above sea level in the southwest, to 7,645 feet at the northeast, the county contains several plant communities. At the lower elevations, desert scrub, punctuated with saguaro cactus, predominate. The higher elevations contain woodlands and forests. Along the rivers, streams, and washes, riparian communities flourish. These lifelines in the desert sustain the majority of the diverse plant and animal life found in the county.

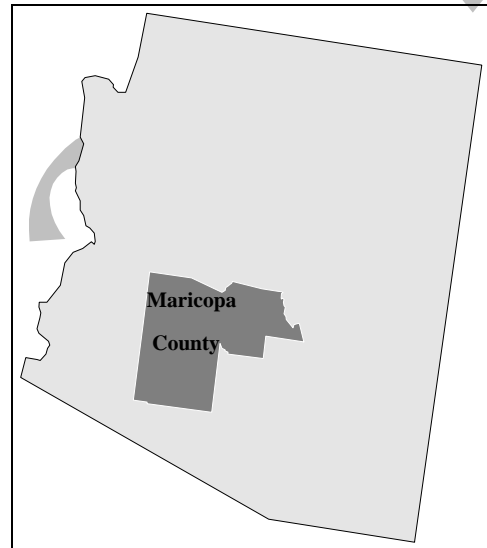


Figure 1–Maricopa County

Maricopa County has one of the most ample water supplies of any desert region in the West. The watershed of the Salt and Verde Rivers is impounded behind the dams of the Salt River Project. The Central Arizona Project Canal, bringing water from the Colorado River, can supply more than a fifth of the total water for the county. In addition to this supply, the metropolitan area is situated over a prolific aquifer. Because this aquifer was overused in the past, the state legislature adopted the Groundwater Management Act (1980), requiring careful water management and conservation measures. These measures insure that water will be available for the influx of people expected in the next 20 years and beyond.

## ***HISTORY***

Maricopa County was originally inhabited by Native Americans, known as the Hohokam, who abandoned the area during the 1300s for unexplained reasons. Agriculture was the prominent activity for the Hohokam and was reestablished during the 1860s as settlers migrated to the Salt River Valley.

Rapid growth and robust development have been the hallmark of Maricopa County since the first European settlers arrived. (See Figure 222222–Maricopa County Population) The Valley's agriculture base and population continued to expand, and in 1870 the town site of Phoenix was established. On February 14, 1871, the Territorial Legislature created Maricopa County. By 1872, there were over 700 people in the county with 5,000 acres under cultivation.

The arrival of the railroad in 1877 caused a surge in activity. In 1900 county population was about 20,000. In the early 1900s, the larger farm parcels scattered throughout the region were divided into small farm communities such as Chandler, Gilbert, and Tolleson. In 1902, at the request of President Theodore Roosevelt after a series of devastating floods, Congress passed the Reclamation Act of 1902, and shortly thereafter, the U.S. Bureau of Reclamation started construction on Theodore Roosevelt Dam. This marked the beginning of a modern system of irrigation works for the storage, diversion, and development of water for agriculture.

Irrigated agricultural production and population exploded after the completion of Roosevelt Dam in 1912, providing the region with a reliable water supply. Maricopa County quickly became one of the leading agricultural producing counties in the United States. During this period, the county also became a winter haven for tourists.

Growth in the area continued as tourism, automobile travel, military, and industrial activities came to the county. Construction continued on residential developments, highways, and commercial districts, making Maricopa County an increasingly popular place to live.

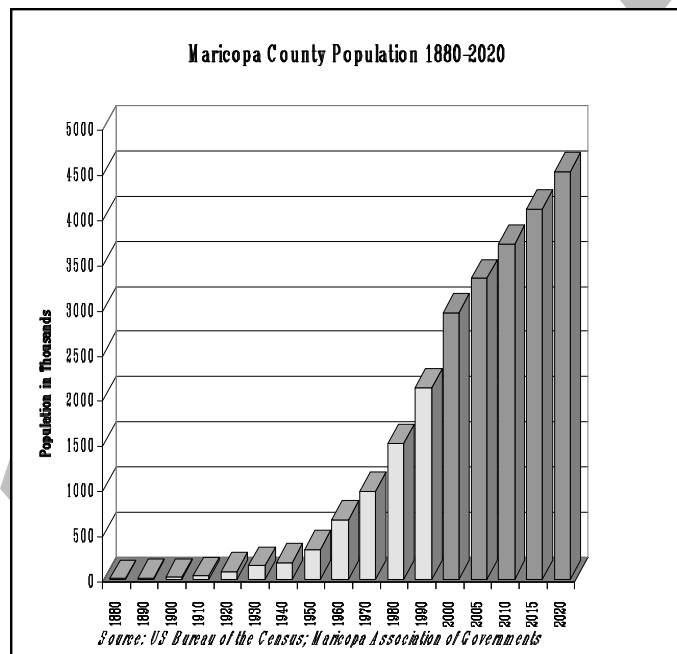


Figure 2—Maricopa County Population

Until the end of World War II, the traditional economic powerhouses of both the State of Arizona and Maricopa County were known as the four “Cs”: Cotton, Copper, Cattle, and Citrus. The planned strategic decentralization of the Nation’s industrial base during the war further established Maricopa County as a center of aluminum processing, aviation, electronics production, and a center for pilot training. These newly established industries fueled the monumental growth of the county in the post war era.

By 1960, the population was over 660,000 people, reaching one million residents in the early 1970s. The population continued to grow rapidly in the rush to the Sun Belt. Combined with the general economic expansion of the 1980s, Maricopa County could claim over 2.2 million residents by 1990. Even with economic sluggishness in the early 1990s, the region continued to grow. The Special Census of 1995 set the county population at 2,551,765 people.

Population projections by the Arizona Department of Economic Security in 1997 predict Maricopa County will have a population of 4.5 million people in 2020. These projections assume that conditions for growth will continue. Additionally, Maricopa County is expected to reap substantial benefit from increased trade with Mexico and Latin America, and is



close enough to the West Coast to be within the sphere of trade and commerce in the Pacific Rim.

Additional demographic and historical information is available in the *Historical Overview and Population Background Report*, published in 1996.

## ***WHAT IS THE COMPREHENSIVE PLAN?***

The Comprehensive Plan encompasses the future vision of the county. It is *comprehensive* because it considers the interrelationships of planning activities over the entire unincorporated county. It represents the interests of the wide range of citizens who are active participants in the planning process, and the interests of future citizens. The plan shows the interdependence of the use of land and resources in the different geographic areas, the physical infrastructure of the built environment, and the process of governing. Ultimately, because it is *comprehensive*, it guides decision making by the Planning and Zoning Commission and the Board of Supervisors to protect natural resources, insure efficient expenditure of public funds, and promote the health, safety, convenience, and general welfare of the public.

This Comprehensive Plan is the culmination of a long tradition of planning in Maricopa County. Planning activities in both the Planning and Development Department and the Department of Transportation have continually evaluated the pace of growth in the county and have clearly foreseen the effects of growth.

Long range, comprehensive planning has been integral to the mission of Maricopa County since the late 1950s. At that time the Planning Department started studying regional land use and population growth while the Transportation Department led the development of the Major Streets and Highway Plan. Over the years, comprehensive general plans were developed for various unincorporated county areas and various incorporated cities and towns. In the 1960s, the county planning department was at the forefront of planning in the region. At a time when the cities were small and their planning resources limited, Maricopa County worked with the jurisdictions to develop their general plans and to coordinate regional planning activities.

The vast size of Maricopa County has dictated a subregional approach to comprehensive planning in the county during the last twenty years. A series of area land use plans have been developed in a continuing program to plan for unincorporated areas. By the early 1990s, due to increasing development pressure and the realization of the need to address issues on a regional basis, the county committed to developing a comprehensive plan for the entire unincorporated area. This plan incorporates existing planning efforts into a unified vision for the future.

## ***ORGANIZATION OF THE COMPREHENSIVE PLAN***

The Maricopa County Comprehensive Plan is organized into five sections, as follows:

1. **Introduction:** This section provides background information concerning the history and physical features of the county. It examines the tradition of comprehensive planning and provides information on the organization and use of the plan.
2. **Comprehensive Plan Elements:** Each of the four plan Elements: Land Use; Transportation; Environment; and Economic Development contains a series of goals, objectives, and policies that provide guidance for evaluating activities within each element. The key issues and strategies are explained and supported with tables and figures.
3. **Agenda for Action:** The Action Plan is the program by which the Comprehensive Plan will become a significant force in accommodating growth over the life of the plan. It contains strategies and indicators for each element, leading to the implementation of the Vision.
4. **Amending the Plan:** The Comprehensive Plan is a flexible document that will need to adapt to changing conditions. To facilitate the evolution of the plan, an amendment process is critical.
5. **The Citizen Participation Process:** Public participation is critical to the planning process. This section traces the steps taken to insure timely and significant citizen input into the plan, relates the development of sub-regional visions and goals reflective of the different geographical areas of the county, and examines the process of alternatives analysis that resulted in the final land use and transportation plans.
6. **Appendixes:** This section contains, by reference, the extensive inventory and analysis reports, background information and General Plans of the local jurisdictions in Maricopa County. These documents will be on permanent file at the Department of Planning and Development Library, and most will be available on the Comprehensive Plan web page.

## ***HOW TO USE THE PLAN***

The Comprehensive Plan provides a schematic guide for decisions concerning growth and development. While it is ultimately a tool to be used by policy makers to guide their decisions, it also serves as a reference for the private sector in making informed investment decisions. The plan is guided by the following basic principles:

- ◇ Decision-making processes should recognize and integrate both short-term and long-term land uses, transportation, environmental, and economic development considerations.
- ◇ Planning efforts should be coordinated between various levels of government.
- ◇ The most cost-effective solutions should always be considered.
- ◇ Citizen participation will remain an integral part of the Comprehensive Plan's implementation and amendment process.

Each of the Comprehensive Plan elements contains a series of goals, objectives and policies that can be used to define development standards according to the principles.

- ◇ A **goal** is a concise statement describing a condition to be achieved. It does not suggest specific actions, but describes a desired outcome.
- ◇ An **objective** is an achievable step toward the goal. Progress towards an objective can be measured and is generally time dependent.
- ◇ A **policy** is a specific statement to guide decision making. It is derived from the goals and objectives of the plan.

The goals, objectives and policies are the action component of the plan. The remaining portion of the text is for background, information, definition of terms, and clarification of policies. Any person processing plans with the County who is required to show consistency with the plan, need only show consistency with the goals, objective and policies. Cases initiated prior to adoption of the Comprehensive Plan will not be subject to the requirements of this plan.

The underlying tenet of the Comprehensive Plan is to encourage coordinated growth in the urbanizing portions of the planning area, and reserve the balance of the county for rural uses, open space, and high quality development master plans.

The plan seeks to encourage high quality, orderly and efficient development at the right time, in the right place, and at the right cost. Development proposals should consider these three criteria:

- ◇ ***Is it in the right place?*** The plan identifies development areas. A proposal should conform to the use indicated by the development area within which it lies.
- ◇ ***Is it at the right time?*** Services are required for all development. The nature and extent of the services will be indicated by the development area. If services are in place or can be provided, by either the public or private sector, then it is the right time to develop.
- ◇ ***Is it at the right cost?*** Do public revenues generated by the proposed development exceed the cost for county government to provide services? If the projected revenues exceed the costs, then it is the right cost to county government.

The tools needed to answer these questions will be crafted under the direction of the **Agenda for Action**

## CONCLUSIONS

This Plan, demonstrate Maricopa County's commitment to enhancing the quality of life for all its citizens. High quality and efficient growth in balance with the environment. can be achieved when supported by the requisite legislation, ordinances, policies, and procedures.. Implementation of the plan can facilitate predictable and consistent treatment of growth and development proposals. The plan respects property rights while enhancing, increasing, and enriching the individual freedoms and opportunities of all citizens. The plan will also

serve as a catalyst for further enhancements to guide growth in cooperative, regional settings.

The development of the Comprehensive Plan has occurred during a period of transition in Maricopa County. At the beginning of the planning process, the region was struggling to recover from an economic recession. At that time, regional growth priorities focused on expansion. At the same time the Comprehensive Planning process matured, the economy rebounded with such a sustained vigor that concerns surfaced about the effects of growth on the region's quality of life.

Present planning methods must be examined for their sustainability. New and innovative methods are needed that can preserve a high quality of life as Maricopa County welcomes two million new residents. Maricopa County faces the challenge of maintaining this high quality of life, while accommodating substantial growth.

## COMPREHENSIVE PLAN ELEMENTS

### LAND USE

#### INTRODUCTION

The land use element, in concert with the other elements of the Comprehensive Plan, establishes a planning process designed to achieve a well integrated, and efficient decision making process. The land use element will accommodate growth in the unincorporated County until the year 2020 by identifying goals, objectives, and policies that translate into land use designations. These will influence the pattern and timing of land development in the county, while recognizing environmental constraints and the desires of residents to have different types of living and working conditions. Uniform application of these policies and objectives should result in balanced and harmonious communities where a high quality of life can be maintained.

Land use in Maricopa County changes as it is affected by existing and new factors. This element envisions a more efficient land use pattern for the future. Reliance on the automobile and the expanding roadway network have resulted in a dispersed development pattern. This contributes to street and highway congestion and other regional deficiencies. In addition, housing and employment have not always been well integrated. The separation of housing and employment increases commuting time and distance, further affecting the quality of life in the county. Innovative patterns of growth are needed if the county is to continue to attract high quality development and maintain its quality of life.

This plan element will create a foundation upon which future planning by the county, adjacent cities, the Indian Communities, other public agencies and the private sector can be coordinated. While the Land Use Element does not cross jurisdictional boundaries, it does consider land uses throughout Maricopa County to help establish a coordinated and sustainable development pattern. Maricopa County will consider the adopted land use plans of adjacent cities when developing future county land uses. As with the other elements, this section acknowledges that there are explicit rights and responsibilities of both the county and private property owners.

The land use element permits development at urban densities where urban services can be provided efficiently, and discourages urban densities in areas where urban services cannot be made available. The land use element encourages the phasing of urban densities concurrent with the extension of urban services. The extension of urban services will be encouraged after coordination with the affected jurisdictions to insure regional consistency. Large scale development master plans are permitted if these developments are of high quality and provide necessary services.

Besides the urbanized areas, the Land Use element includes several development areas that will retain their existing character or be built as currently designated. Rural areas, where urban services are not currently expected to be provided, are also addressed.

Supporting data for the land use element is available in the *Land Use Element Inventory and Analysis Report*, published in 1996.

#### FUNCTION OF THE MARICOPA COUNTY PLANNING AND DEVELOPMENT DEPARTMENT

The Maricopa County Planning and Development Department provides services mandated by State Statutes to help bring about coordinated physical development in accordance with the present and future needs of the county. The Maricopa County has comprehensive planning and zoning authority for over 3,000 square miles of land in the county (See Figure 333333 –County Planning Authority). These services strive to conserve the natural resources of the county, insure efficient expenditure of public funds, and promote the health, safety, and general welfare of the present and future inhabitants of the unincorporated areas of Maricopa County.

Services of the Department include the preparation and implementation of the Comprehensive Plan, and the implementation and enforcement of the County Subdivision Regulations, Zoning Ordinance, and Building Code. Department personnel also act as staff to

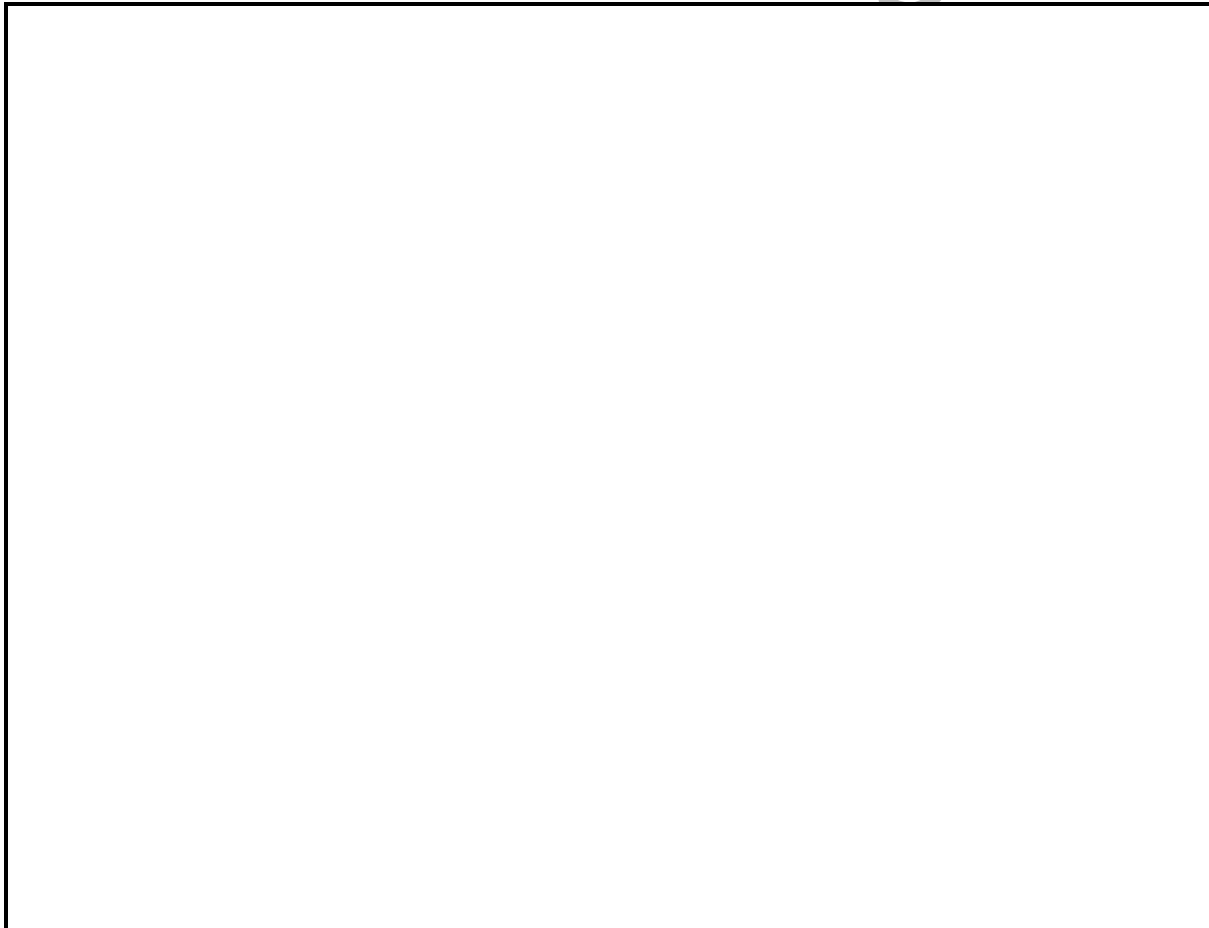


Figure 3 –County Planning Authority  
various boards and commissions. Additionally, the Department plans, coordinates, and administrates County economic development programs.

The services provided by the County Planning Department create a foundation upon which planning and development is based. The Department's coordination of services provide guidance for incremental decisions made by both the public and private sector which affect the character and quality of life of the region.

### ISSUES FOR LAND USE

Through public meetings, partnering sessions, and other public participation activities, the following county-wide land use issues were identified:

- ◇ Protect the desert environment, including scenic views, native vegetation, and open space.
- ◇ Maintain a visual sensitivity for the natural environment in new construction.
- ◇ Establish stronger maintenance standards within existing subdivisions.
- ◇ Develop additional recreational amenities.
- ◇ Maintain opportunities for rural lifestyles.
- ◇ Buffer high density residential land uses in rural areas.
- ◇ Locate commercial development proximate to roadways, with appropriate landscaping and height restrictions.
- ◇ Encourage master planned communities as an appropriate pattern of development in unincorporated areas of the county.

### LAND USE AREAS

Given the vast area under the jurisdiction of Maricopa County, the land use area designations in this plan embody generalized land use, development or preservation concepts, not specific land uses or densities. However, underlying some of these areas are more detailed plans that recommend specific land uses. The designations also vary by jurisdiction and regulatory authority. Following the list of the designations is a discussion of each category.

The land use designations of the plan are:

- ◇ Incorporated Areas
- ◇ General Plan Development Areas
- ◇ Municipal Planning Areas
- ◇ Urban Service Areas
- ◇ County Land Use Plan Areas

- ◇ Established Communities
- ◇ Existing Development Master Plans
- ◇ Rural Development Areas
- ◇ Dedicated Open Space
- ◇ Open Space Conservation Area

The process for determining the status of any given area in the county is illustrated in Figure 4—Land Use Designation Decision Tree. Entering the chart at “START” and following the questions in the flag shaped boxes will lead to a rectangular box containing the appropriate land use designation. Note that the Urban Service Area and future Development Master Plans do not appear as part of this determination. The Urban Service Area functions as an evolving guideline, and is determined on a case by case basis. The location of future Development Master Plans is discretionary, this plan does not seek to predict their location. A full explanation of these concepts appears following the Decision Tree.

### ***Incorporated Areas***

These areas are under the jurisdiction of the cities, towns, and Indian Communities. The majority of urban development in the region to 2020 will occur in these areas. While Maricopa County does not regulate land use within these areas, the Comprehensive Plan encourages new development to occur either within or in proximity to the incorporated areas.

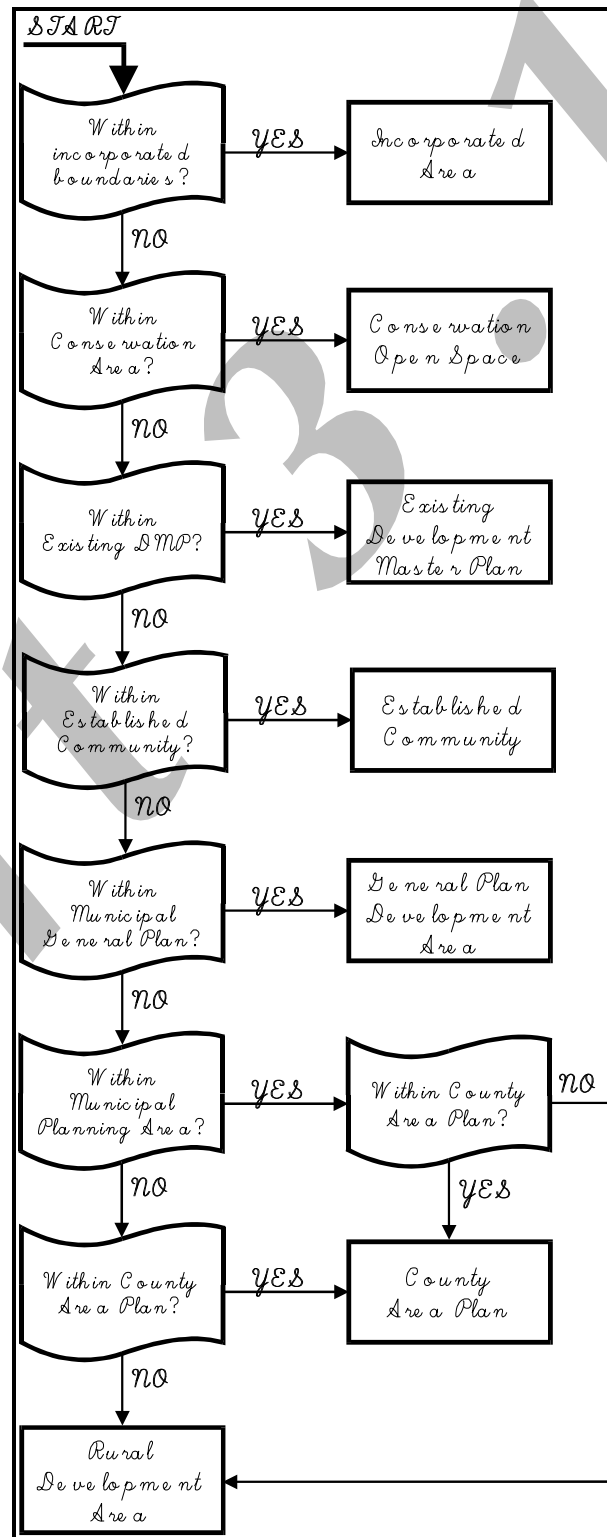


Figure 4—Land Use Designation Decision Tree



Figure 5: Land Use Designations



### ***General Plan Development Area***

The General Plan Development Area (GPDA) is unincorporated areas that are likely to be annexed by a city or town in the future and are included in an adopted municipal general plan. These general plans often provide specific recommendations for proposed land uses. These areas include many of the unincorporated lands that are either surrounded completely by a jurisdiction (Class I county Island) or surrounded by a “strip annexation” (Class II County Island).<sup>3</sup>

Under ARS 11- 831, “The rezoning or subdivision plat of any unincorporated area completely surrounded by a city or town shall use as a guideline the adopted general plan and standards as set forth in the subdivision and zoning ordinances of such city or town... If an affected city or town objects to any such proposed action the board or commission shall set forth in the minutes of the meeting specific reasons why in its opinion the guideline is actually being followed or why it is not practicable to follow the guideline of the general plan.”

On the basis of the above quoted statute, the County will take into consideration the general plans of the municipalities within these areas to guide decision making under the following circumstances:

1. The municipal plan has been updated in the previous five years.
2. The municipality can demonstrate that residents, property owners, and improvement districts from the unincorporated areas in the specific planning area have been involved in the planning process.

### ***Urban Service Areas***

The Urban Service Area (USA) designation exists as a guideline for decision making to encourage coordinated physical development within the urbanizing areas of the General Plan Development Area. It is based on the provision of the infrastructure necessary to establish and maintain a high quality of life. The USA is not delineated on the land use designation map, rather it is defined by the ability of a jurisdiction, improvement district, or private entity to provide infrastructure and appropriate urban services to a specific site or project.

Determination of the USA is based on the presence of infrastructure to support urban densities and urban life. Minimal infrastructure necessary to promote the health and safety of the public includes potable water, sewer, electricity, telephone, drainage, flood control, police protection, fire protection, and transportation. Desirable urban services which promote the convenience and general welfare of the public includes, schools, parks, open space, libraries, public transportation, and government services, as appropriate.

The Urban Service Area is considered suitable for development at urban densities. It is also considered efficient to expend public funds for infrastructure within the Urban Service

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<sup>3</sup> Refer to Appendix B-County Island Policy in the *Land Use Element Inventory and Analysis Report, 1996*.

Area. A proposed development can be considered to be within a USA if it conforms to the relevant general plan and utilities and infrastructure can be provided

### ***Municipal Planning Area***

The Municipal Planning Area (MPA) consists of unincorporated areas identified by the municipalities as being within their area of future interest, but are presently not included in a municipal general plan. These areas are under Maricopa County jurisdiction as long as they remain unincorporated. Most of the Municipal Planning Area is covered by existing county area land use plans. Portions of the Municipal Planning Area that are not included in any municipal general plan or an existing county area land use plan are designated as part of the Rural Development Area.

County plans will continue to guide growth and development in the Municipal Planning Area until such time as the respective municipality amends its general plan to include specific portions of the MPA. At that point, the County will take into consideration the amended plan as a guide to decision making if the municipality can demonstrate residents, property owners, and improvement districts from the unincorporated areas in the specific planning area have been involved in the process to amend the general plan.

### ***County Area Plans***

County Area Plans are those areas, generally located outside a municipal general plan, that are included in a county area land use plan. County area land use plans were developed and approved by the County and provide direction on land use decisions. As long as these areas remain unincorporated, they are expected to develop at rural densities unless higher densities are approved as part of a Development Master Plan. Residents in these areas have supported the land use recommendations in these plans and would generally like to see them maintained. The County will continue to recognize these plans and update them as needed to be consistent with the Comprehensive Plan. The goals and policies set forth in the Comprehensive Plan are intended to be carried forward and be reflected in updates to the Area Plans.

Area plans in this category are:

- ◇ New River Land Use Plan
- ◇ Grand Avenue Land Use Plan
- ◇ Tonopah Land Use Plan
- ◇ White Tanks- Agua Fria Policy and Development Guide
- ◇ Williams Regional Planning Study
- ◇ Goldfield Land Use Plan
- ◇ Little Rainbow Valley Land Use Plan
- ◇ Westside Military Land Use Plan
- ◇ Desert Foothills Policy and Development Guide

### ***Existing Development Master Plans***

Within the county are existing development master plans that are built-out, under construction or proposed. These areas include, but are not limited to such DMPs as:

- ◇ Sun City
- ◇ Sun City West
- ◇ Dreamland Villa

- |                 |                                |                |
|-----------------|--------------------------------|----------------|
| ◇ Leisure World | ◇ Sun Lakes                    | ◇ Rio Verde    |
| ◇ Tonto Verde   | ◇ Tonto Hills                  | ◇ The Preserve |
| ◇ Belmont       | ◇ The Villages at Desert Hills |                |

All existing DMPs within the county may be developed in accordance with their approved development master plan. The balance of an existing development master plan may be developed in substantially the same manner as the developed portions. The Comprehensive Plan will not impose new or modified development requirements on Existing Development Master Plans. Furthermore, Existing Development Master Plans do need not demonstrate consistency with the Plan .

### ***Established Communities***

Within unincorporated areas of the county there are established or developed communities with an established pattern of development and a sense of community, although the exact boundaries may be difficult to delineate. The intent of the established community designation is to recognize these areas and insure that their character and lifestyle are respected. These areas are characterized by existing patterns of development, guided and/or regulated by land use plans, community plans, improvement districts, or traditional zoning ordinances.

The existing communities are located in various areas of unincorporated Maricopa County, and may be characterized by the following criteria:

- ◇ Existing or approved subdivisions.
- ◇ Roadway network in place or programmed (improved and/or unimproved).
- ◇ Lot split areas.
- ◇ Defined land use patterns.

Residents of these areas have stressed the importance of preserving the character of their communities. To achieve this, historic development patterns will continue. However, the county would consider other land use options, if they are components of a large scale, self supporting development master plan.

Established Communities can be categorized in a number of ways. They can be specific communities or areas of development within a County Area Land Use Plan such as:

- |                    |                |              |                         |
|--------------------|----------------|--------------|-------------------------|
| ◇ New River        | ◇ Desert Hills | ◇ Mobile     | ◇ Little Rainbow Valley |
| ◇ Tonopah          | ◇ Laveen       | ◇ Morristown | ◇ Circle City           |
| ◇ Whitman          | ◇ Arlington    | ◇ Palo Verde | ◇ Wintersburg           |
| ◇ Chandler Heights |                |              |                         |

Established communities can also be existing settlements which have not been included in any previous County planning study:

- |                 |                 |                     |           |
|-----------------|-----------------|---------------------|-----------|
| ◇ Agua Caliente | ◇ Aguila        | ◇ Harquahala Valley | ◇ Liberty |
| ◇ Perryville    | ◇ Cotton Center | ◇ Paloma            | ◇ Gladdon |

◇ Sunflower                      ◇ Freeman                      ◇ Hopeville                      ◇ Sentinel  
 ◇ Hassayampa                      ◇ Norton's Corner                      ◇ Santa Maria

These settlements can vary from well-established villages to rural crossroads. For these areas, specific land use plans or community plans could be developed to define the character and extent of the community and guide future development.

### ***Rural Development Areas***

Rural development areas (RDA) are those areas generally outside the present and future General Plan Development Area of the municipalities. These areas are typically rural in character with minimal, if any, infrastructure or public services. Residential development will be allowed at a very low density, generally not to exceed one house per five acres, except where higher density zoning exists, or as part of a development master plan. The purpose of the RDA is to preserve the opportunity for low density, rural living as a lifestyle choice. Residents choosing a rural lifestyle should not expect urban services. These areas generally rely on wells and on-site septic systems, rather than municipal water and sewer systems. Further, residents in rural areas can expect longer travel times to schools, libraries, shopping, and parks.

While the primary land uses of the RDA are residential and agricultural, other compatible public and private non-residential uses may be located within these areas. Appropriate uses could include: agricultural support services, ranching, hunting clubs, recreational areas, dude ranches, RV parks, churches, home-based businesses, and small scale cottage industries. Such development, when appropriate, would be required to meet standards for rural development.

Although the RDAs will generally develop at low density, higher densities are not precluded if requested as part of a development master plan. Development master plans in a RDA would require measures such as buffers to mitigate the impact of the proposed master plan on the surrounding rural area.

It is possible that as the County develops, some parts of the RDA could come within the path of more urbanized development. Amendments to the RDA will be considered upon presentation of appropriate evidence and with measures to mitigate the impact of such development on the surrounding rural area.

### **Agriculture**

Historically, agriculture has been the county's most important industry. Presently, the county's agricultural base is being converted to urban uses. While many residents of the county believe that agriculture is important, there is no consensus on whether to protect agriculture and agriculture-related resources. Further, owners of agricultural properties have the right to develop their land as they see fit, within the limitations of zoning or other applicable laws and regulations. However, for those residents who wish to continue to farm, Maricopa County could consider providing technical guidance to insure future viability of agriculture. Such guidance could include:

- ◇ Transferring of development rights to other areas where development may be more appropriate.
- ◇ Encouraging infill development and directing high intensity development into an urban service area.
- ◇ Establishing land use buffers to mitigate the impact of agriculture and agricultural resources on non-agricultural development.
- ◇ Providing incentives to promote the preservation of agricultural lands; such as clustered development or community supported farms.

### ***Dedicated Open Space***

Dedicated open space areas are areas under public ownership that have unique environmental and physical qualities. These qualities include mountains and foothills, rivers and washes, canals, significant desert vegetation, wildlife habitat, and cultural resources. Within Maricopa County, dedicated open space exists in the form of regional parks, wilderness areas, wildlife areas and the Tonto National Forest. These sources of open space, nearly 2,000 square miles, provide recreation and visual resources for the residents of Maricopa County.

The Maricopa County Regional Parks System, consisting of nine parks, is considered to be the largest parks system in the country. Containing approximately 180 square miles, the majority of these parks are bordered at least to some extent by unincorporated portions of the county, with two exceptions—San Tan Mountains Regional Park is located entirely within Pinal County and Lake Pleasant Regional Park is located partially in Yavapai County. This regional park system is utilized for a variety of activities, including: biking, camping, hiking, boating, fishing, and equestrian trails.

Wilderness areas within Maricopa County consists of nearly 500 square miles. Located primarily in the Rural Development Area, these lands are managed by the Bureau of Land Management as part of the National Wilderness Preservation System. The Tonto National Forest, managed by the US Forest Service, provides for multiple uses and a sustained yield of goods and services that maximizes long-term net public benefits in an environmentally sound manner. The Forest is comprised of nearly 1,000 square miles in the northeastern corner of the County, of which approximately 235 square miles are managed as wilderness areas. Other Dedicated Open Spaces in Maricopa County include three wildlife areas and the Fred J. Weiler Green Belt, which is managed by the United States Fish & Wildlife Service.

### ***Open Space Conservation Area***

The Open Space Conservation Area (OSCA) includes natural resources and open spaces critical to the quality of life in the county. These areas are intended to be planned and managed to protect, maintain, and enhance their intrinsic value for recreational, aesthetic, and biological purposes. Within the Open Space Conservation Area public access should be protected and preservation encouraged. All privately owned and state trust land considered

for Open Space Conservation may be developed unless it is added to the public domain or protected using other techniques that respect property rights.

The Open Space Conservation Area, when combined with existing Dedicated Open Space, provides guidance for the establishment of an interconnected system of protected natural open spaces. This system corresponds to regionally significant mountains, rivers, washes, upland desert, and cultural resources in unincorporated Maricopa County. Potential open spaces suitable to be considered for protection were identified by a county-wide working group. The group, comprised of representatives from the Maricopa County Planning and Development Department, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, and Maricopa County Recreation Services as well as municipal, state and federal agencies worked with a team of consultants for over eighteen months. The process included the mapping and analysis of information on topography, hydrology, flora and fauna, land use, ownership and demographics to determine suitability of open space. It also included a process to solicit public participation and comment consisting of newsletter mailings, public meetings, focus groups, and a planning charrette. The complete findings were published as "Desert Spaces: An Open Space Plan for the Maricopa County Association of Governments" in 1995. Maricopa County initiated the MAG conducted study and provided major funding for the effort.

The components of the Open Space Conservation Area are significant mountainous areas, major rivers and washes, upland Sonoran Desert vegetation, canals and trails, and archeological sites. There are approximately 736 square miles of Open Space Conservation Area in the unincorporated areas of the county; about 360 square miles are publicly owned and 376 square miles are in private ownership, including State Trust land. Mountainous areas include ridge lines, enclosed terrain, and foothills that buffer mountains. Rivers and washes include the 100- year floodplain, wildlife habitat, native vegetation along waterways, and endangered and natural riparian habitat of the region. Upland Sonoran Desert vegetation is comprised of the rich saguaro, Palo Verde, ocotillo, and other mixed cactus plant community and rich wildlife habitat found at the higher elevation of the county. Canals and trails function to connect the various components of Dedicated Open Space and the Open Space Conservation Area. The historic legacy of the county is contained in sites containing evidence of historical European settlements and the Hohokam Indians.

The degree to which the Open Space Conservation Area can be added to the public domain or otherwise protected depends on the use of specific preservation techniques (actions that can be used to acquire and protect open space) and the public commitment to financial support for such actions. Techniques that could be utilized include:

- ◇ Fee simple purchase
- ◇ Conservation easements
- ◇ Purchase of development rights
- ◇ Purchase of right-of way easements
- ◇ Lease/use agreements

- ◇ Right of first refusal
- ◇ Density transfers
- ◇ Performance based zoning
- ◇ Dedication/donations
- ◇ Preservation easement
- ◇ Hillside ordinance
- ◇ Environmentally Sensitive Land Ordinance
- ◇ Cluster development
- ◇ Arizona Preserve Initiative
- ◇ Conveyance of property to homeowner associations

The suitability of any of these techniques to preserve a specific parcel would be evaluated on a case by case basis. The application of preservation techniques must not infringe on the property rights of any land owner.

### ***Future Development Master Plans***

Master planned communities have long been a preferred type of residential development within Maricopa County. The Development Master Plan (DMP) component of the Comprehensive Plan encourages quality standards of prudent and sustainable land use for future master planned development outside the urbanized area of the county. The development master plan provides the opportunity for creative and innovative design and development techniques. These communities have the potential to provide mixed land use opportunities, a wide range of housing choices, open space and recreational opportunities, and provide an appropriate multi-modal transportation system connected to schools, parks, retail, and employment centers. DMPs may be located at the discretion of market and environmental analyses, while providing connectivity to major transportation corridors. Development agreements can be used to define appropriate standards and incentives, and aid in the implementation of Comprehensive Plan goals and policies in specific DMPs. Newly approved Development Master Plans in the County—including those in areas covered by a new or existing Area Plan—become the controlling planning document and Area Plan for that property.

#### Location

Historically, DMPs have been allowed throughout the county. While future DMPs can be developed in any location in the unincorporated county, appropriate development guidelines would vary depending on the land use area as defined in the Comprehensive Plan.

#### Transportation

Previous development patterns rarely offered county residents alternatives to frequent, long-distance trips by automobile. To mitigate these trends, new DMPs will strive to reduce



the dependency on automobiles for some types of travel. Modes such as transit, bikeways, equestrian trails, and pedestrian networks must be considered in a complete transit system. By using alternative modes of transportation, vehicle miles of travel should be significantly lower than in similar suburban developments.

Mixed land use patterns within the community will provide multi-modal access to open space, public facilities, employment, schools, and other activities, while reducing vehicle trips. To accommodate this, bicycle racks, telecommuting centers, and delivery services will be strongly encouraged.

Road design within the communities will be design sensitive, with attention focused towards the character of the area. Development master plans will allow flexible standards for roadway design, transit facilities, pedestrian circulation, and bike lanes. Innovative techniques for accommodating emergency service vehicles will also be considered instead of mandatory street widths.

### Residential

The density and location of residential development heavily influences the cost of housing, the type and level of services required, and the impacts on the natural environment. Residential development within DMPs will promote a variety of residential densities to address these considerations while promoting a diversity of housing choices for residents within the community. A range of housing densities will be allowed within a DMP, promoting various opportunities for social and economic success.

Higher density residential development should be located near transportation routes, commercial centers, and public facilities. The remaining residential development will be encouraged to be clustered, located near natural features or community amenities. Residential development should have direct access to open space wherever possible and should be within a short walk or bike ride to schools, commercial centers, and activity centers to encourage alternative modes of transportation.

### Employment

The opportunity for residents to work close to their home is an important objective of the DMP component. In creating a "jobs to housing" balance, residents of the community will have a shorter commute time and distance, while having the option to use alternative modes of transportation. An economic base within the community, located in local employment centers, will result in a growing sense of community and greater quality of life. Even though retirement communities are not expected to include employment centers in their plans, service and retail employment in such communities could consider similar alternatives.

The development master plans should encourage small businesses within the community, including home-based businesses, as appropriate. As the community continues to grow, a major employment anchor may become established, with options for telecommuting, flexible schedules, and other innovative techniques to decrease work trips.

### Open Space/Buffering

The preservation of open space provides recreation, visual character, wildlife, vegetation, and a greater quality of life for the community. The Development Master Plan component of the Comprehensive Plan encourages environmentally sensitive development with innovative land use techniques to preserve potential open space. For development master plans located in the Rural Development Area, an appropriate buffer at the perimeter of the development should be considered to assure compatibility with the existing rural character of the area.

### Public Facilities and Services

Development master plans approved outside the General Plan Development Area will be required to work with appropriate agencies to provide urban services within the development. These services include police, fire, schools (except in retirement communities), water, sewer, parks, and libraries if needed and not available within a reasonable distance.

Techniques for financing infrastructure in development master plans could include Improvement Districts or Community Facilities Districts. These districts provide a flexible mechanism to balance the financial burden of infrastructure financing, without increasing the purchase price of residential units. Presently in Arizona, counties may form Improvement Districts, but, at present, counties are not authorized to use the more flexible and comprehensive tool of the Community Facilities District. The use of such districts would require the development of statutory authority in Title 11 of the Arizona Revised Statutes.

Development agreements are voluntary arrangements between county or municipal governments concerning the design and construction of development projects. These agreements protect projects from changes in laws and regulations, while allowing governments to obtain specified exactions to ensure construction of infrastructure and reinforce local planning efforts. Arizona counties have the statutory authority to enter into these agreements. Development agreements offer a method of reducing developers' risks while simultaneously increasing governments' ability to guide local development. A recent large scale development master plan in the northern county utilized this technique, and it is expected that such agreements will become more common in the region.

### GOALS, OBJECTIVES AND POLICIES

These goals, objectives, and policies evolved from existing county goals, existing goals of municipalities within Maricopa County, and lengthy discussions at public meetings, focus groups and partnering meetings. The following goals, objectives, and policies have been developed to accomplish the land use component of the Comprehensive Plan .

The goal of the land use element is to:

*Promote efficient land development that is compatible with adjacent land uses, is well integrated with the transportation system, and is sensitive to the natural environment.*

Within this goal, the following objectives and policies apply:

**Objective L1 Promote infill development.**

- Policy L1.1 Encourage Capital Improvement Program (CIP) expenditures to be directed to infrastructure development in the Urban Service Area of the General Plan Development Area.
- Policy L1.2 Explore cooperative infrastructure financing to pay the cost of capital improvements necessitated by new development.
- Policy L1.3 Encourage the creation of density bonuses and other innovative development techniques within the General Plan Development Area.
- Policy L1.4 Encourage incentives for development within the Urban Service Areas.
- Policy L1.5 Explore the use of development agreements to encourage infill
- Policy L1.6 Use the adopted general plan and standards of municipalities as a guideline for development in the General Plan Development Area contingent upon such plans having been updated within five years and evidence the affected residents, property owners, and improvement districts have been involved in the process to update the general plan.

**Objective L2 Provide employment opportunities proximate to housing.**

- Policy L2.1 Encourage mixed use development within future planned communities. Retirement communities will not be expected to include employment generators, other than local community services.
- Policy L2.2 Encourage residential development that provides opportunities for a variety of income levels.
- Policy L2.3 Encourage incentives and public/private partnerships to act as a catalyst for provisions of affordable housing.
- Policy L2.4 Encourage incentives and public/private partnerships to provide employment opportunities within development master plans, where appropriate

**Objective L3 Encourage innovative and varied approaches to development.**

- Policy L3.1 Encourage high quality residential, commercial, and industrial land developments.
- Policy L3.2 Encourage flexible standards to accommodate innovative and varied approaches to development.
- Policy L3.3 Encourage the use of unit plans of developments for residential developments with more than ten dwelling units.

**Objective L4 Provide for the coexistence of urban and rural land uses.**

- Policy L4.1 Encourage appropriate buffers to mitigate conflicting land uses.

- Policy L4.2 Encourage adequate separation between intensive urban and rural land uses.
- Policy L4.3 Encourage development patterns and standards compatible with the continuing operation of military and civilian airports, and other major noise generating employment centers within unincorporated Maricopa County.
- Policy L4.4 Consider lot split review.
- Policy L4.5 The County may provide for the use of business licenses in conjunction with the establishment of adult oriented facilities, including adult arcades, adult bookstores or video stores, adult live entertainment establishments, adult motion picture theaters, adult theaters, massage establishments and nude model studios.
- Objective L5 Promote planned communities that provide a mix of housing types and land uses.**
- Policy L5.1 Encourage the creation of planned communities that provide a diversity of land uses.
- Policy L5.2 Encourage continued development within existing development master plans under existing standards and administrative guidelines.
- Policy L5.3 Encourage the use of non-traditional zoning and flexible development standards in new Development Master Plans.
- Policy L5.4 Encourage residential development that provides opportunities for a variety of income levels, including affordable housing.
- Policy L5.5 Encourage the use of development agreements and protected development rights.
- Policy 5.6 Encourage public/private partnerships to act as a catalyst for development master plans that demonstrate substantial job creation.
- Policy 5.7 Consider Capital Improvement Program expenditures to share costs of regional facilities within development master plans.
- Objective L6 Cluster development in appropriate patterns.**
- Policy L6.1 Encourage and accommodate mixed use development.
- Policy L6.2 Encourage a mixture of housing types and intensities within planned developments.
- Policy L6.3 Encourage planned communities that incorporate quality and clustered development.
- Policy L6.4 Encourage new development to preserve significant desert habitats, natural resources, and landscapes.

**Objective L7      Ensure the provision of adequate public facilities.**

- Policy L7.1      Encourage creation of mechanisms to assess the phasing, timing and location of infrastructure in accordance with adopted land use plans.
- Policy L7.2      Consider the creation of a system to evaluate the fiscal implications of development on the Maricopa County budget.
- Policy L7.3      Explore the formation and use of improvement and community facilities districts.

**Objective L8      Support innovative technological operations and facilities to encourage an appropriate balance of automobile use, and to encourage energy efficiency and the use of renewable resources.**

- Policy L8.1      Encourage transit oriented development.
- Policy L8.2      Encourage zoning that supports and promotes in-home business, compatible with residential development.
- Policy L8.3      Encourage innovative techniques for water conservation to meet or exceed standards set by the most current management plans with jurisdiction in Maricopa County as required in the Arizona Groundwater Code.
- Policy L8.4      Encourage and support innovative technological operations and facilities.

**Objective L9      Integrate transportation planning with land use.**

- Policy L9.1      Encourage transportation mitigation plans, or other traffic studies, to consider the relationship of land use to transportation corridors.
- Policy L9.2      Encourage CIP expenditures to focus infrastructure development towards the Urban Service Areas of the General Plan Development Areas.

**Objective L10      Promote the balance of conservation and development.**

- Policy L10.1      Encourage the preservation of environmentally sensitive areas through the transfer of development rights, density transfers, or other suitable techniques.
- Policy L10.2      Encourage building envelopes and localized grading to reduce blading and cut and fill in environmentally sensitive areas.
- Policy L10.3      Encourage and provide incentives for clustered development patterns within Development Master Plans.
- Policy L10.4      Encourage the development of critical area programs to preserve environmentally sensitive areas in a manner that protects private property rights.
- Policy L10.5      Encourage development standards for hillsides and other environmentally sensitive lands that allow street standards and other infrastructure to respond in an innovative manner to topography and drainage.

Policy L10.6 Encourage the preservation of mountainous land with slopes of 15% or greater.

**Objective L11 Promote an inter-connected open space system.**

Policy L11.1 Determine, encourage, and support techniques for acquisition and maintenance of the Open Space Conservation Area.

Policy L11.2 Preserve private property rights in all Open Space Conservation Areas.

Policy L11.3 Encourage the preservation of mountainous areas contiguous to the Tonto National Forest and other regional parks, mountain preserves, wilderness, and wildlife areas.

Policy L11.4 Discourage development within major 100-year floodplains.

Policy L11.5 Seek to maximize wildlife habitat and native vegetation along waterways.

Policy L11.6 Seek to minimize negative impacts on wildlife habitats.

## **TRANSPORTATION**

### **INTRODUCTION**

An appropriate transportation network for Maricopa County supports safe and efficient movement of goods and people, is environmentally compatible with surrounding conditions, and is supportive of economic development activities. This element identifies a system that consists of a primary, secondary, and local roadway network, combined with a series of overlays, to create a County roadway network. It defines a system of transportation facilities and services that may be developed in Maricopa County through the year 2020. The scope of this element includes not only existing and future roadway networks within the county, it also highlights regional efforts towards creating a multi-modal system to accommodate future transit, pedestrian, and bicycle needs.

Maricopa County is served by an extensive transportation system of highways, major thoroughfares, buses, regional airfields, and an international airport. In addition, a growing trail and bikeway system serves bicycle and pedestrian travel. This transportation system accommodates thousands of trips daily, mostly by single occupancy vehicles. However, the construction of transportation facilities within the county has not kept pace with development over the past 30 years. Increasing congestion on freeways and major arterials, combined with insufficient mass transit, highlights the need to develop a more comprehensive roadway and transit network within Maricopa County.

Several factors contributed to the transportation system that currently exists in Maricopa County. Many of these are related to the high rate of growth within the metropolitan Phoenix area, and include not only the pace and quantity of land development within the county, but also its type and characteristics. Maricopa County development patterns are generally low density, suburban growth, with limited non-residential land use and few employment centers outside the urban core. Other socioeconomic factors, such as high automobile dependency and two worker households, contribute to an increasing demand for transportation facilities.

Along with an increased demand for transportation services in Maricopa County, further complications arise from the patchwork of jurisdictional and political boundaries that dominate the Phoenix metropolitan area. The presence of county islands within incorporated areas, rapidly expanding municipal boundaries, and the needs of rural county residents compete to complicate planning, funding, and implementation of transportation improvements within Maricopa County.

The better integration of land use planning with transportation planning is a principle method for achieving long term improvements in the transportation system within Maricopa County. Specifically, this means finding ways to support more efficient land use patterns related to transportation. One method is to concentrate densities along major existing or planned transportation corridors. Further, since roadway improvements alone cannot

provide boundless transportation capacity into the future, actions to bring about less demand for capacity are also necessary.

The transportation element provides an overview of the roadway conditions, network connections, and capacities and limitations of the existing system. Supporting data for this element is available in the Transportation Inventory and Analysis of Existing Conditions report, published in 1997. The goals and objectives outlined in this element emphasize the need to maximize and efficiently use the existing and future Maricopa County transportation systems by considering alternatives to automobile travel, while better coordinating land use as it relates to transportation planning.

### ISSUES FOR TRANSPORTATION PLANNING

Discussions with the public and with partnering agencies within Maricopa County have focused on several key transportation related issues. These issues have been synthesized from public meetings, partnering sessions, and other public participation opportunities. These issues can be summarized as (not in priority order):

- ◇ Air quality
- ◇ Congestion
- ◇ Fuel (and other) taxes
- ◇ Incomplete freeway system
- ◇ Insufficient public transit
- ◇ Low density urban sprawl/inefficient roadway network
- ◇ Transportation funding sources

It is important to note that, like the other elements in this Comprehensive Plan, transportation issues do not stand alone. Numerous interrelated issues discussed in the public meetings cross element lines. These issues include annexations and the lingering effect of county islands, the location of future commercial development, low density unplanned sprawl, unplanned drainage and water management, growth management, alternatives for infrastructure financing, and compatibility with municipal plans. Each of these issues has an impact on transportation—and the transportation network will influence these issues. Through careful linkages, each of these issues will be addressed within this document. Strategies and policies have been developed that, once implemented, should begin to mitigate the existing negative relationships between these issues.

### *Life Cycle Analysis*

As they currently exist or are planned, the Comprehensive Plan, management systems, and the Transportation System Plan were designed to operate as stand-alone systems. For example, the Pavement Management System does not consider safety issues from the Safety Management System, and the Intermodal Management System will not be affected by maintenance costs arising from the Bridge Management System. Likewise, the small area



transportation studies have been evaluated as separate geographic areas, and their impact on the Maricopa County region have not been considered (Figure 7–Life Cycle Analysis).

## **ECONOMIC ANALYSIS**

Economic evaluation provides a cost/benefit structure to determine the worthiness of a given project. Economic analyses compares similar things, such as the alternatives of a particular project. It may also be performed to compare dissimilar options, such as increased transit service, in contrast with building additional roadways. Ultimately, proper economic analysis insures that a project will result in effective and efficient use of public money while meeting the transportation needs of the public. Economic analyses are generally a required part of project inception, design, and construction, and provide decision makers with the basis to make informed and sometimes difficult choices.

## **MODE CLASSIFICATION**

Maricopa County is often criticized for being too reliant on the automobile. Cars dominate the lifestyle of most County residents. In fact, plans for Maricopa County dating back over 30 years show a road network that is not too different from the one that has been constructed, or planned, today.

Maricopa County has 2,107 miles of rural roads and 722 miles of urban roads. To accommodate and plan for new roadway construction, it is helpful to organize them into a classification system. Many roadway classification systems are based upon purpose or function. Function is generally divided into two competing purposes: mobility and access. Mobility is based upon the volume of traffic moving at the greatest unimpeded speed along a given thoroughfare. Access is provided by accommodating low-speed and low-volume roadways with intersections and driveways. In Maricopa County, roads are classified as rural or urban roadways, and further classified according to the function they serve. These functions range from providing access to adjacent land uses, to providing mobility with little or no access, based on their existing functional classification.

### ***Functional Classification***

All roadways in Maricopa County have current and future functional classifications. The current classification is in accordance with the MCDOT Roadway Design Manual, Chapter Five, Geometric Design Standards, adopted on November 3, 1993. A roadway's future classification is also based on the MCDOT Roadway Design Manual and other factors. These factors typically include future traffic volumes, land use compatibility, County Comprehensive Plan recommendations, and local transportation circulation elements.

Functional classification is a long range planning tool that helps link land use with transportation. Functional classification further allows for the preservation of right-of-way in the future as properties are developed.

### Freeways

The Arizona Department of Transportation (ADOT) is responsible for freeway maintenance and construction within Arizona. Maricopa Association of Governments (MAG) is the regional agency responsible for planning freeways for the Phoenix metropolitan area. The MAG Long Range Transportation Plan (LRTP) calls for an 84% increase in freeway lane miles over the next 20 years. This consists of 76 new freeway centerline miles, increased high- occupancy vehicle lanes, and major investment studies to complete freeway corridor analyses.

### Roads and Streets

The road network is the nucleus of the transportation system in Maricopa County. Automobiles, buses, trucks, and bicycles all strive for space on the network. Pedestrians compete for time to cross the street. While expansion of the network generally means accommodating additional automobiles, some reallocation of space and priorities is becoming necessary to encourage alternatives .

This plan recommends that available resources be used to fund projects and programs that sustain mobility, access, safety, environmental, and economic development within and around Maricopa County. Further, preservation, rehabilitation, reconstruction, and improvement of existing roads are also recommended.

### ARTERIALS

Roads in the network are classified as rural principal arterials, rural minor arterials, urban principal arterials, or urban minor arterials. Depending on the connections and the character of the adjacent land use, the patterns of use vary along the arterials. Arterials typically have four to six lanes and average traffic volumes of over 5,000 vehicles per day. In general, arterials are designed and managed for through, or regional, travel.

The characteristics of the arterial network make those roads particularly suited to regional commuting. Parking is often restricted on these routes and would remain so for future planning considerations. Further, arterial roads that act as regional connectors may be candidates for widening, possible speed limit increases, or other capacity increases. They may also be suitable for additional transit opportunities such as busways, bike lanes, or carpool/vanpool lanes.

### COLLECTOR ROADS

Collector roads are divided into rural major and minor collectors, and urban collectors. As with the arterial system, usage varies depending on the location of the road and the nearby land uses. Collector roads are designed as two lane roads with average traffic volumes of 2,500–15,000 vehicles per day. Traffic movement along collector roads serves intra-community travel and routes of higher classifications.

Since collector roads are less critical to regional commuting, they may be suitable candidates for traffic calming applications, parking, pedestrians, and bicycle lanes. Speeds and road standards should be kept consistent with the character of the neighborhood or area.

## LOCAL ROADS

Rural local roads and urban local roads (also known as residential roads) differ primarily by design characteristics and land use. Both are designed to serve primarily local traffic, have only two lanes, and average traffic volumes of less than 1,000 vehicles per day.

### Roads of Regional Significance

The Roads of Regional Significance (RRS) concept was developed to have a system of roadways, secondary to the freeway system, that would carry more than half of the vehicle miles of travel within the region. Routes comprising the RRS design concept incorporate principal arterial streets consisting of a three to six mile grid of roadways constructed to a high level of design. The RRS was adopted as an advisory concept by the MAG Regional Council in the Spring of 1990.

Roads of Regional Significance consist of “Gateway” and “Urban” routes:

- ◇ Gateway RRS are portions of existing State routes that render system continuity and expedite travel entering and leaving the region.
- ◇ Urban RRS are existing streets spaced three to six miles apart, which provide for regional system continuity and have the capacity to be improved to high design standards.

## ***Public Transit***

A continuing regional effort has been looking for better ways to encourage development patterns that reduce the need for automobile travel through alternative modes and shortened trips. At the most comprehensive level, reduced auto usage may result in improved air quality, preserve agricultural lands and open space through compact urban form, and help to build a sense of community. Further, transit can be more effective when it is a viable alternative to congested roadways, high parking costs, and limited parking availability. Transit should not only serve the transit-dependent rider, but the general public.

In addition, an important part of regional transit is the development of transit stations that can become activity centers by:

- ◇ Encouraging economic development by creating and attracting businesses near transit stations.
- ◇ Improving air quality by reducing the number and length of automobile trips. If bicycling and walking are also encouraged, air quality can be further improved.
- ◇ Providing a choice of housing options by encouraging mixed use development of varying densities.

Growth in any area is desirable and is the by-product of an effective, healthy, and aggressive economy. As Maricopa County continues to grow, moving towards an efficient multi-modal system will require development patterns that advance alternatives to automobile travel for work and non-work trips. This is particularly true as jobs are

disbursed throughout the county and regional densities approach the scale of the central metropolitan area. To meet this challenge, the Intermodal Surface Transportation Efficiency Act (ISTEA) reinforced the necessity for regional planning efforts aimed at creating a better union of transportation and land use planning.

### Bus

In order to expand the roadways available for bus transit, the county's arterial network should be suited for the highest degree of public transit use. One option to enhance bus service is the development of a bus network that places emphasis on community circulators to provide more cost-effective bus service to suburban areas using smaller, neighborhood-friendly vehicles. Other Options would be to extend the hours of daily bus service, Sunday service throughout the metropolitan area, new routes and trips, alternative fuel vehicles, and expanded passenger bench and shelter programs.

### Rail

Rail systems under consideration in Maricopa County include light rail, heavy rail, and commuter rail. Commuter rail consists of short-haul rail passenger service operated within metropolitan and suburban areas. Light rail is generally the least expensive because it involves lighter vehicles and structures, more design flexibility, more frequent stops, and lower operating costs. Most newer rail systems in the United States are light rail systems. Heavy rail is more expensive, but usually covers a larger geographic area than light rail systems. Heavy rail is an electric powered rail transit system that operates on a completely grade separated right-of-way. It is generally characterized by wide station spacing (1 to 2 miles apart), high average operating speeds, and greater capacity than light rail. In general, both light rail and heavy rail use dedicated tracks.

Growth in Maricopa County has followed a dispersed pattern, relying on automobiles for most travel. Lack of density, combined with concern for the cost of a new or improved transit system, are often seen as hindrances to transit expansion. However, to encourage the use of rail transit, the alternative modes must have sufficient capacity and be safe, convenient, and attractive. In Maricopa County, this would mean investing in new systems. Since a variety of technologies are available, decisions must be made as to the most appropriate system for the metropolitan area.

The challenge for rail systems continues to be to find a way to address the specific benefits of such a system, while justifying its cost. The County supports further study of the creation of rail service and is willing to be a stakeholder in the study process.

### ***Alternative Modes and Telecommuting***

Alternative modes of transportation must play an increasingly larger role in the transportation system of the future. Key to the transportation goal is the notion of "integrated" and "multi-modal" transportation systems. This holds true for alternative systems, particularly when planning for a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and transit as alternatives to automobile travel. It will be important, however, to continue

extensive publicity campaigns and public involvement programs to move toward modes of travel other than single occupancy vehicles.

### Pedestrian

Provisions for pedestrians are encouraged in this Comprehensive Plan. With adequate facilities and appropriate urban design, walking can be used as a mode of travel for school, convenience shopping, recreation, social, and even work trips. Pedestrian facilities can be accommodated as enhancements with new roadway construction or maintenance. However, urban design issues allowing short walk trips must be addressed before significant walk trips will occur. For example, subdivisions designed as “enclaves” and homogeneous land uses are often not favorable to pedestrian activities.

In 1993, a MAG Pedestrian Plan described policies to bolster walking activities, and indicated areas where these approaches might best be implemented.

### Bicycles

A regional bicycle plan was developed in 1991 and incorporated into the MAG Long Range Transportation Plan in July, 1992. The plan is currently being updated.

The plan identifies interconnected routes for bicycle travel within and through the region. Included in this system are on- street bike lanes and signed bicycle routes. Also included is an off- street multiple use path system that generally follows existing canal and riverbanks in the urbanized area, and the Central Arizona Project canal to the north and east. The four major policy goals of the bicycle plan are:

- ◇ Provide for bicyclists in transportation programs and projects.
- ◇ Improve safety by educating bicyclists and motorists to share the road. Promote awareness of the benefits of bicycle transportation to engineers and planning professionals engaged in the development of transportation projects.
- ◇ Support enforcement of applicable traffic laws to improve traffic safety and enhance courtesy among roadway users. Promote strict prosecution of traffic infractions to increase respect for riding privileges.
- ◇ Promote bicycling as a viable means of transportation and as a healthful form of recreation.

Bicycle projects are funded under a variety of ISTEA programs administered by ADOT and MAG. In addition, many jurisdictions are actively implementing local bicycle facilities. New roadway construction should include bicycle facilities to increase opportunities for those who choose to bicycle.

### Intermodalism

Efforts should be made to provide points of interaction and efficient transfer among the various modes of transportation. This concept has broad implications and a wide scope of possibilities including station area development, mixed use development, or multi-modal centers for transfer of goods. Intermodal efforts include continuing the “Bike on Bus” program, and redevelopment and adaptive reuse along existing transportation routes.

### Telecommuting

With the arrival of new technology and socioeconomic changes, telecommuting is becoming a viable option for many employers and employees. Telecommuting allows employees to connect to a central office with a personal computer and modem, or fax machine. Some workers may telecommute full time, while others only part time. The transportation advantages of telecommuting are trip reduction, reduced single occupancy vehicle usage, and reduced roadway congestion. These types of programs also have the potential to contribute to improved air quality.

Research indicates that 30- 40% of workers have jobs that would allow telecommuting at least one day per week. To promote this, the Regional Public Transportation Authority (RPTA) has developed a series of workshops, training sessions, and public relations campaigns to educate employers and employees.

### *Miscellaneous*

#### Rural Public Transit Services

Providing public transit service for residents in rural communities is vital to their mobility and quality of life. Public transportation can be provided through general public transit service, program related service, and privately operated service. Residents in unincorporated Maricopa County have limited transit services available. Transit in rural areas is currently limited to programs related to human services trips, and privately operated service. Program related services only provide trips for the elderly, disabled, and low income riders. Services operate like a traditional dial- a- ride program and do not provide assistance to everyone who may need it.

To understand the needs of the unincorporated residents, a rural transit study was recently completed for Maricopa County. Findings indicate a significant shortfall between available services and existing needs. The study also suggested that most peer counties take a more active role in providing public transportation for their residents. This plan identifies existing demand for rural public transportation, and a strategy to implement needed services. The plan's findings are consistent with the goals and objectives outlined in this document. The findings from the study will also be included in the Transportation System Plan.

#### Park and Ride Facilities

Park and Ride Facilities are an important component to the success of carpool programs and increased bus ridership. Maricopa County has contributed to the development of regional park and ride facilities and will continue involvement where it supports trip reduction. There are several large stand alone park and ride facilities throughout Maricopa County, and many smaller facilities incorporated into existing parking lots. The county supports the development of carpool facilities that are part of the regional park and ride lot network. Today, there are over 60 such facilities in the metropolitan Phoenix area with over 2,500 parking spaces available. Continued growth will propel the need for more of

these facilities, especially where they can support the growing public transportation network.

### Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is a program of a broad range of diverse technologies. Authorized under ISTEA, projects developed through the ITS program enhance transportation needs in the areas of safety, congestion management, traveler information, and incident identification. ITS can collect and transmit information on traffic conditions, alert travelers to hazards and delays, reroute traffic around delays, automatically collect tolls, automate dispatching, improve productivity through tracking systems, and provide route guidance. In Arizona, the application of ITS technologies has been a standard for the past 15 years. Communications and long standing partnerships among federal, state, county, metropolitan planning organizations, and municipalities throughout the state have culminated in an integrated, interoperable transportation system. Applications of ITS are only limited by the imagination. At present, numerous projects are on-going in various aspects of the transportation industry.

Maricopa County is a partner with the FHWA, ADOT, MAG, RPTA, local governments, and private industry to promote more efficient use of transportation through advanced technology and communication. National and local standards for "Intelligent Transportation Infrastructure" to support ITS are being developed. These standards, when adopted, will be incorporated into county policies and procedures for design and development review.

## **REGIONAL TRANSPORTATION PLANNING**

### ***Maricopa County***

Maricopa County is responsible for short-, medium-, and long range transportation planning within the county-owned and maintained roadway network. This section summarizes some of these larger efforts.

### ***Long Range Transportation Plan***

The Maricopa Association of Governments (MAG) has prepared a Long Range Transportation Plan (LRIP) that addresses all modes of transportation through 2015. An update of the plan was completed in 1996. The LRIP covers airports, roads (including freeways and streets), pedestrian and bicycle systems, and transit. The county Transportation System Plan will be developed in close coordination with the MAG LRIP, particularly in those areas where the goals are similar. This will include close coordination with land use planning, the preservation of existing transportation facilities, congestion management, efficient financial programming, and region-wide connectivity.

### ***Transportation Management Systems***

The Intermodal Surface Transportation Efficiency Act (ISTEA) resulted in a new standard for productive, environmentally sound, and safe transportation systems. By providing a

framework for new and expanded opportunities to improve surface transportation, ISTEA changed the way transportation planning is conducted in the United States. Over a six year period, ISTEA allocated more than \$155 billion in funding for projects throughout the United States. This is 75% more than previous legislation. Local governments are given significant roles in planning and decision-making under this legislation.

ISTEA requires State and metropolitan planning organizations (MPOs) to develop and apply various management systems. The purpose of the Management Systems is to provide information regarding the optimization of the transportation system leading to project selection and funding. MCDOT will develop and implement the following systems:<sup>4</sup>

Table 1–Transportation Management Systems

Management System	Lead Agency	Operational Status
Congestion Management System	MAG	Fully operational
Intermodal Management System	MAG	Fully operational
Pavement Management System	ADOT	Partially operational
Safety Management System	ADOT	Under development
Bridge Management System	ADOT	Largely operations
Public Transportation Management System	RPTA	Under development

### ***Capital Improvements Program***

The Capital Improvements Program (CIP) is designed to fulfill MCDOT's mission to provide a quality transportation system at the right time at the right cost. County transportation planners and engineers form the five-year Plan from the combined recommendations of County residents, their elected representatives, the municipalities, and MCDOT staff.

MCDOT reviews the combined recommendations and applies a scoring and ranking process to all project requests, evaluating such considerations as traffic volume, safety, problem conditions, environmental impact, economic impact, and costs. The projects are prioritized and presented to the Transportation Advisory Board (TAB) for further review.

Many factors contribute to the programming process. As the CIP develops, MCDOT looks for ways to best apply County resources. Federal aid, legislative mandates, environmental, and archaeological considerations are part of the prioritization process.

### ***Transportation Systems Plan***

The transportation element is a key component of the Comprehensive Plan. The land use plan, and transportation impacts expected as a part of the implementation of this plan, will be further studied in the Transportation Systems Plan (TSP). The TSP will evaluate the regional impacts of the transportation system and develop a comprehensive County transportation system with supporting plans, policies, and programs. Further, the TSP

<sup>4</sup> For more information on efforts to implement ISTEA Management Systems, refer to *Transportation Inventory and Analysis of Existing Conditions 1996*.



should be considered the principle implementation component of this transportation element. The plan will focus heavily on MCDOT issues, particularly related to regional issues, customer service, and the impact of technology. This section presents an overview of the TSP.

The system proposed in the TSP will organize roadways under MCDOT's jurisdiction, help identify priorities for funding and maintenance, and provide a mechanism to effectively invest the department's resources. The TSP system is designed to be a flexible, proactive tool for system planning and capital programming beyond the five-year CIP horizon. Priorities summarizes the relationship between the transportation element of this Comprehensive Plan and the TSP, and highlights the system funding priorities by land use category:

Table 2: Transportation System Plan Funding Priorities

<b>Area:</b>	<b>System:</b>	<b>Primary</b>	<b>Secondary</b>	<b>Local</b>	
Urban Service Area		H	M	L	
Rural Service Area		H	L	L	
Established Area		H	L	L	
General Plan Area		M	L	L	
Incorporated		L	N	N	
Development Master Plan		M	DR	DR	

When considering investment potential, MCDOT will participate in a “(H)igh” priority project for planning, design, and construction. Under this scenario, the availability of partnering opportunities is an advantage, but not a requirement. MCDOT will also fully participate in “(M)edium” priority projects, but partners will be required. Finally, MCDOT will only participate in the planning and design of “(L)ow” priority projects, and partners will be required. Further, MCDOT will “(N)ot” participate in secondary or local road projects in incorporated areas, and will require a project developer (DR) to assume all responsibility for non-primary road projects within development master plans. MCDOT, however, recognizes its responsibility to operate and maintain all publicly accessible roadways located in its jurisdiction if they are built to MCDOT roadway standards. MCDOT will also consider partnering efforts with developers to provide additional resources (like Right-of-Way) to accommodate future increases in regional travel on primary roads. The developer's responsibility is to provide a staged version of the roadway while MCDOT will provide allowances for increased future regional travel.

The roadway system is organized into primary, secondary, and local roads, combined with bridges and a number of overlays.<sup>5</sup> In order to categorize County roadways, those serving a regional interest and required for roadway system performance were identified.

5 Overlays include: scenic, recreational, emergency management, intelligent transportation systems, bicycle, and transit.

Primary roadways are significant routes for regional travel. The county will give high priority to improving primary roadways under its jurisdiction. The county also recognizes opportunities inherent in partnering with other jurisdictions for primary roadway improvements.

Secondary roadways serve primarily sub-regional travel. Improvements to secondary county roadways will be programmed based in part on their proximity to neighboring or surrounding jurisdictions and availability of other urban services.

Local county roadways serve nearby development and as collectors for primary and secondary roadways. In general, the county will only program major improvements to local roadways where there is a special need or unless there is extensive participation<sup>6</sup> from the surrounding community.

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<sup>6</sup> Assessment from within improvement districts is the most common form of participation.

Figure 6: Transportation System Plan



### ***Major Streets and Routes Plan***

A Major Streets and Routes Plan (MSRP) will be proposed and implemented upon completion of the TSP. The MSRP is expected to define and map specific development requirements as they apply to primary and secondary roadways. The proposed plan will be supported by other county ordinances that apply to zoning and development review, as well as other right-of-way requirements where no roadways currently exist.

The MSRP is expected to specify right-of-way setback and overlay definitions to be applied on current and future routes. It will provide a legal basis for reasonable and consistent limitations on development near county roadways.

### ***Small Area Transportation Studies***

Four regional transportation studies have been completed or are underway in Maricopa County. These studies will be implemented as a part of this comprehensive planning process and the TSP.

- ◇ **The Northeast Valley Area Transportation Study** produced a transportation plan encompassing the New River and Desert Hills communities. The transportation plan contains a five-year program, a ten-year action plan, and a long range transportation plan for the study area. The Board of Supervisors adopted this study on November 6, 1996.
- ◇ MCDOT, in cooperation with the communities of Avondale, Goodyear, Litchfield Park, Buckeye, and Tolleson, initiated the **Southwest Valley Transportation Study** in the fall of 1995. The study involves development of evaluation methodologies and standards, an inventory of existing conditions, formulation of transportation goals and policies, and traffic forecasting based on current socioeconomic data and MAG regional travel models. A sensitivity analysis regarding a more aggressive growth scenario for the Town of Buckeye and vicinity was also performed.
- ◇ The **Williams Area Transportation Plan** was prepared by the Williams Gateway Airport Authority and Maricopa County in conjunction with consultants and representatives of local jurisdictions, state organizations, and regional planning and transportation authorities. A major growth node within the study area is the former Williams Air Force Base property. Redevelopment plans for the property include a reliever airport, an aerospace center, and an extension of Arizona State University's (ASU) campus. The center also plans to accommodate general aviation, cargo, commercial passenger service, aerospace manufacturing, maintenance, and modification.
- ◇ The **Northwest Area Transportation Plan** is underway.

Transportation-related recommendations from the area land use plans completed or underway will also be included in the Transportation System Plan.

**GOALS, OBJECTIVES AND POLICIES**

The goal of the Transportation Element of the Maricopa County Comprehensive Plan is a declaration of anticipated and ideal results based on a combination of community endeavors and professional opinion. The goals address relevant transportation inputs into the regional growth and development process within the county. The intent is that the transportation improvements and alternative mode development process will contribute to an improved quality of life for the residents of Maricopa County.

The Goal of the Transportation Element is to:

*Provide an efficient, integrated, accessible, environmentally sensitive, and safe County-wide multi-modal system that promotes transit, bikeways, and pedestrian travel.*

Within this goal, the following objectives and policies apply:

**Objective T1      Reduce the proportion of trips made in single occupancy vehicles.**

- Policy T1.1      Encourage transit oriented development.
- Policy T1.2      Explore and encourage options to increase bikeways.
- Policy T1.3      Explore and encourage options to increase pedestrian facilities.
- Policy T1.4      Explore and encourage telecommuting and teleconferencing options.
- Policy T1.5      Encourage the development of market incentives for transit and vehicle reduction opportunities.
- Policy T1.6      Explore congestion pricing options during peak travel hours.
- Policy T1.7      Explore and encourage options to expand the trip reduction program.
- Policy T1.8      Encourage development master plans that provide transportation alternatives.

**Objective T2      Increase transit ridership.**

- Policy T2.1      Continue to support the 100% subsidy of Maricopa County employee transit use.
- Policy T2.2      Support and encourage increased funding for transit.

**Objective T3      Employ applicable technology to improve the use of transportation facilities.**

- Policy T3.1      Continue financial support for Intelligent Transportation Systems (ITS). This should include, but not be limited to:
 

Global Positioning System (GPS)	Kiosks
Traffic Operations Centers (TOCs)	Internet
Closed circuit TV	Message boards

- Policy T3.2 Encourage future roadway development to use technological innovations to accommodate future communication technologies.
- Policy T3.3 Continue efforts to coordinate regional signal synchronization and coordination.
- Policy T3.4 Encourage the development of alternative fuels recharge stations.
- Policy T3.5 Encourage and participate in the expansion of the Traffic Management Systems (TMS) to the arterial system.
- Policy T3.6 Encourage the development of an incident management response system.
- Policy T3.7 Develop public/private partnerships to encourage technological advances.
- Objective T4 Identify and accommodate transportation corridors.**
- Policy T4.1 Model new corridors.
- Policy T4.2 Monitor development and subdivision proposals.
- Policy T4.3 Develop the Major Streets and Routes Plan.
- Policy T4.4 Develop and implement a Congestion Management System.
- Policy T4.5 Identify future activity centers.
- Policy T4.6 Identify current and future recreation centers and corridors.
- Objective T5 Optimize public investments.**
- Policy T5.1 Promote and encourage interjurisdictional partnerships.
- Policy T5.2 Resolve county island/strip annexation issues using existing plans and legislative opportunities.
- Policy T5.3 Utilize the functional classification system or MRP to insure sufficient right-of-way for future roadway needs.
- Policy T5.4 Utilize incentives to promote developer participation.
- Policy T5.5 Develop and implement Bridge Investment and Pavement Management Systems.
- Policy T5.6 Encourage multi-modal alternatives in all investment proposals.
- Policy T5.7 Apply cost effectiveness guidelines for public investments to all development proposals in order to gauge intangible costs (i.e. air pollution).
- Policy T5.8 Explore the development of an equitable user fee structure.
- Policy T5.9 Evaluate benefit/cost ratios on all public roadway projects.
- Policy T5.10 Enter into partnering agreements to provide additional resources to allow future increases in regional travel on primary roads.

**Objective T6 Minimize travel times.**

- Policy T6.1 Identify future regional bypass routes.
- Policy T6.2 Maintain level of service C or better for all roadways and intersections.
- Policy T6.3 Reduce unwarranted signals.

**Objective T7 Reduce crashes.**

- Policy T7.1 Develop and implement a Safety Management System.

**Objective T8 Minimize and mitigate impacts of construction and operation.**

- Policy T8.1 Increase and standardize field monitoring.
- Policy T8.2 Publish and promote traffic control requirements.
- Policy T8.3 Reduce length of lane and total road closures per project.

To implement these goals, objectives, and policies, Maricopa County can invest in its transportation system in any combination allowed by state statutes. These investments are prioritized along the following guidelines:

1. Develop a seamless transportation system
2. Maintain the existing system
3. Serve the needs of unincorporated Maricopa County
4. Serve regional travel
5. Direct future growth to the Urban Service Areas <sup>7</sup>

These management philosophies are guided by the MCDOT's Strategic Plan through its vision, mission, and values:

*We set a standard of excellence regionally enabling us to consistently deliver on our commitment to provide the right transportation system for Maricopa County, at the right time, and the right cost.*

These management guidelines are further guided by five core assumptions:

- ◇ Maricopa County seeks to plan, establish, and construct a seamless regional system of County highways that serve as a regional travel network for all County residents, regardless of jurisdictional boundaries.
- ◇ Maricopa County seeks to integrate the Comprehensive Plan and Transportation System Plan with its Transportation Investment Strategy. The county seeks to establish a clear, rational transportation policy in these documents, and implementation through a transportation programming system.

<sup>7</sup> Refer to the land use element for descriptions of the land use categories.

- ◇ Maricopa County seeks to support economic development, protect and enhance the environment and communities within the county, and develop insightful policy direction and clear transportation spending programs.
- ◇ Maricopa County seeks to establish funding priorities in the area of regional county highways, arterial and collector roads, and the local county street network.
- ◇ Maricopa County seeks to end the practice of municipal annexations that do not include the roadways that serve adjacent developments and confuse the transportation investment role of cities and the county alike.



## ***ENVIRONMENTAL***

### **INTRODUCTION**

#### ***Natural Setting***

As the fourteenth largest county in the United States in terms of land area, Maricopa County's size and environmental diversity is greater than many states. The county's environmental ecosystems and land ownership patterns provide a complex natural setting and planning agenda. Located in central Arizona within the Upper Sonoran Desert, Maricopa County, varying in topography and climatic conditions, is much more than desert. Numerous mountain ranges crisscross the county, many within national forests and other federal land.

Seven different vegetative communities occur in Maricopa County. Vegetation is predominantly characterized by desert scrub plant communities. Only in the extreme north and northeastern portions of the county, where elevations exceed 4,000 feet, is this not the case. There is also one small area of non-desert vegetation in the Harquahala Mountains in northwestern Maricopa County. A multi-layered understory of desert shrubs, cactus flora, small-leaved desert trees such as mesquite, palo verde and ironwood occupy the desert floor. At slightly higher elevations, desert grasslands cover undulating terrain, and in the mountainous areas ponderosa pine and evergreen oaks are the common cover. Wildlife throughout the county is abundant and diverse, with species of rabbit, javelina, mountain lion, deer, and an occasional bear. Many species of snakes, reptiles, and birds frequent all parts of the county.

Much of the vegetation and wildlife of Maricopa County depends on a reliable water supply. The Salt, Verde, and Gila Rivers and their tributaries account for much of this supply. The riparian habitats and ecosystems associated with these water courses are a precious commodity requiring special consideration by development, grazing, and recreation interests.

Protecting wildlife species and their habitats throughout Maricopa County is indicative of environmentally responsible planning in Arizona. The Comprehensive Plan recognizes the importance of creating, improving, and conserving natural habitat and open space in order to increase biological diversity.

While growth has been constant, the natural environment will always be affected by human activity. Within Maricopa County, cities, towns, and other agencies are undertaking efforts to mitigate increases in growth-related environmental problems. A variety of policies, ordinances, and regulations have been implemented at various levels of government throughout the county in an attempt to mitigate the adverse effects of growth, industry and development on the environment.

The Maricopa County Comprehensive Plan focuses on maintaining and improving the physical environment thereby making the community more functional, beautiful, healthy, interesting,

and efficient. Natural resource conservation and other environmental considerations are incorporated into this Comprehensive Plan to benefit and enhance the future quality of life for Maricopa County residents.

### ***Environmental Inventory and Analysis***

As part of the comprehensive planning process, environmental information was collected and presented in the *Environmental Element Report*, published in 1997. This report includes information and analysis of environmental conditions, regulations, policies, and programs in Maricopa County. Components of this inventory are: air quality, surface water, groundwater, flora and fauna, geology, cultural resources, and parks and open space. Each of these components describe existing conditions and current status of resources, federal and state legislation pertaining to the component, and any programs or regulations for which a particular agency is responsible. In addition to the information provided in the *Environmental Element Report*, a database was compiled in a geographic information system (GIS) for the components listed above. This database includes environmental inventory maps related to the components. The report also identified primary issues and concerns, development constraints and opportunities for each of the components.

### **ISSUES FOR THE ENVIRONMENT**

This Comprehensive Plan includes both short-term and long-term approaches to address environmental concerns. This dual approach recognizes that today's actions are likely to influence the ecosystems necessary to support our future environment. A planning area may have several different ecosystems, related to each other in some aspects and distinctly separate in others. Individual ecosystems in or near a planning area should be identified and recognized as important and vital to a healthy and sustainable environment. Maricopa County recognizes the importance of reducing the negative impact of human activity on our ecosystems and realizes the value of natural ecosystems in maintaining a high quality of life for our residents.

The Environmental Element for the Comprehensive Plan summarizes existing conditions within the natural environment and identifies objectives that will insure protection for the County's air, water, land, and cultural resources. Implementation of strategies that address these objectives is key to maintaining a high quality of life as growth and development occur between now and the year 2020. In this section, the following definitions apply:

- ◇ **Air Resources:** attainment of a level of air quality that will bring Maricopa County into compliance with federal standards, and development of measures to reduce noise pollution
- ◇ **Water Resources** rivers and streams, floodplains, and wetlands/riparian areas
- ◇ **Land Resources:** vegetation, wildlife and wildlife habitat, contaminated soils, topography, geology, and areas reserved for recreation, open space, and scenic quality

- ◇ **Cultural Resources:** archaeological resources and architecturally significant historic places

The following section briefly discusses each of the environmental element components and outlines specific constraints and opportunities as they relate to the environmental goals. Many of the constraints and opportunities will be identified within more than one component since some of the components have related issues.

### *Air Quality*

Air quality is one of Maricopa County's most controversial issues. Significant increases in population and vehicles on the road, development patterns, land forms, and atmospheric conditions make air pollution a serious health and environmental hazard. The area of highest population density is located in the central part of the county in a region that traps airborne pollutants and limits their distribution into the atmosphere. In the winter months, this problem is exacerbated when heavier, cold air settles over the valley and traps the warmer, polluted air below. This condition can last for several days until winds develop and disperse the "brown cloud."

Effective land use planning is critical to improved future air quality. New development must be planned so that it does not unreasonably contribute to violations of the National Ambient Air Quality Standards (NAAQS) standards. Consideration for regional air quality must also be integrated into the planning for industrial and residential development, utilities, highways, waste disposal sites, and other uses. With Maricopa County taking the lead, all local jurisdictions will need to coordinate efforts to insure acceptable air quality for county residents.

### *Noise*

Growth and development result in the generation of activities that create noise. In recent years, ambient noise emanating from a variety of sources such as highway traffic, airplanes, construction, and industrial and commercial activities has become an increasing concern both to the public and to local, state, and federal agencies. The ambient noise levels in the county have been increasing over the years, resulting in incremental diminishing of "peace and quiet." Minimizing noise impacts can be realized with the implementation of noise abatement criteria.

Noise abatement in Maricopa County will need to occur on three fronts:

- ◇ Point source noise from major developments.
- ◇ Area source noise from individual land uses in zoning districts.
- ◇ Line source noise from vehicular traffic.

The Comprehensive Plan proposes to protect, preserve, and promote the health, safety, and welfare of Maricopa County's citizens through the reduction, control, and prevention of noise. This can be accomplished by establishing guidelines that will eliminate and reduce unnecessary and excessive traffic and community noise.

### ***Water Resources***

Water resources represent environmental and/or physical constraints to development as well as provide a necessary resource for continued growth. Since Maricopa County is located in an arid part of the state, water is indeed a precious commodity. Surface water and groundwater are equally important suppliers for the region. Surface water flows are regulated by large upstream dams. Other surface water conveyances in Maricopa County include the Central Arizona Project (CAP) aqueduct and a system of irrigation canals that divert water from the river channels for agricultural use.

Groundwater, which is drawn from a series of large aquifers below the earth's surface, is also used to meet agricultural, municipal, and industrial needs. In some areas of the county, use of groundwater exceeds the rate of natural and incidental recharge and depths to groundwater have increased due to this overdraft. Since state law governs the use of groundwater and the circumstances under which it may be used for new development, Maricopa County does not intend to impose independent requirements concerning water sources and usage.

Water quality for surface water and groundwater is monitored by various federal, state, and local government agencies. Several different sources of pollution can adversely affect the quality of water, including urban run-off, combined sewer overflows, on-lot wastewater disposal, agricultural run-off and various municipal and industrial point and non-point discharges. Since these pollution sources are regional in nature, they are regulated under a variety of programs administered by the state and federal governments. Maricopa County does not intend to impose independent requirements concerning water quality.

### ***Vegetation and Wildlife***

A diversity of plant and wildlife species plays an important role in the quality of the environment. The key to maintaining this diversity is to preserve the land that supports wildlife habitats. The impacts of development and other human activities on wildlife and their associated ecosystems can be significant. Complex ecosystems support life as numerous interrelated organic and inorganic components are continuously recycled. An activity that disrupts part of this system invariably has a secondary effect on the rest of the system. As Maricopa County grows, sensible planning that promotes the preservation and conservation of significant vegetation and wildlife species is important.

The protection and conservation of the county's valuable natural resources is everyone's responsibility. Maricopa County has accepted stewardship in managing these resources to assure a healthy environment. This intergovernmental responsibility requires coordination and cooperation with all jurisdictions in the county.

A component of the Open Space Conservation Area designation is to preserve wildlife habitat in urbanizing areas by conservation of significant wildlife habitat areas and corridors. These wildlife corridors can also function as paths for pedestrians, equestrians, and bicyclists to link open spaces. Avoidance or reducing adverse impacts to the natural environment is an important goal identified in this Comprehensive Plan.

### ***Cultural Resources***

Cultural resources reflect our prehistoric, historic, and traditional heritage. Maricopa County was home to prehistoric people for thousands of years up until about 1400 AD. Late archaic peoples hunted in the region and may have settled in what is now Maricopa County. The Hohokam were the first to permanently settle in the Salt River Valley. Discoveries of sites occupied by these people are still being made today, although much has been destroyed by the progress of civilization. Evidence of the Hohokam civilization constitutes the most significant archaeological resources in the region.

Maricopa County recognizes the importance of cultural resources as emphasized in the *Desert Spaces Plan*. In October, 1995, the MAG Regional Council adopted the *Desert Spaces Plan* as a commitment to the conservation and preservation of natural and cultural resources. An inventory of cultural resources was completed and includes:

- ◇ Properties and districts in Maricopa County that are on the National Register of Historic Places.
- ◇ National Historic Landmarks in Maricopa County.
- ◇ Administrative units that are defined by their cultural resources.
- ◇ Areas within Maricopa County that have been the subject of cultural resources overviews or of large-scale surveys.

This Comprehensive Plan acknowledges the rich historic legacy inherent to the region and supports the policies and recommendations presented in the *Desert Spaces Plan*. Cultural resources are extremely valuable for scientific, historic, and environmental research, as educational opportunities, and as attractions to the tourist industry.

### ***Parks, Open Space, and Visual Resources***

Geologically, Maricopa County is in the Sonoran Desert Section of the Basin and Range Physiographic Province of the southwestern United States. This province is characterized by steep, discontinuous subparallel mountain ranges separated by broad alluvial-filled valleys or basins. The development of the Salt and Gila River drainage ways and erosion of the mountain blocks resulted in the topographic features of today.

Conservation and management of natural resources and open spaces is critical to the quality of life in the county. The Comprehensive plan seeks to establish a network of protected open spaces that correspond to regionally significant mountains, rivers, washes, and upland deserts. Specific policies for mountainous areas include protection of ridge lines, and enclosed terrain and foothills that buffer mountains. River and wash policies include discouraging development within 100-year floodplains, maximizing wildlife habitat and native vegetation along waterways, and management principles to protect the natural riparian habitat of the region.

The *Desert Spaces Plan* identifies two basic management approaches for protecting priority areas and resources. The approaches address various levels of protection including private and public lands that are not likely to be developed, as well as public and private lands

that could be developed in the near or long term future. The two management approaches are:

- Conservation:** Land areas that are planned and managed to protect, maintain, and enhance the intrinsic value of such lands for recreational, aesthetic, and biological purposes. Formal public access to these lands and development should be discouraged. Conservation areas consist of all of the highest public and private open space lands.
- Retention:** Land areas that should be planned and managed to allow development that is sensitive to the natural environment and does not degrade the quality of open space resources and values. Sensitive development is defined as any land use change that takes place while maintaining the character of the desert landscape and the natural and cultural resources defining that character. Retention areas could include all areas that have the capability to sustain some types of strictly controlled development without significant loss of scenic, recreational, or ecological value.

Several recommended policies to insure the conservation of open space in the region are listed in the *Environmental Goals, Objectives, and Policies*.

Parks and recreation facilities are a form of secured open space that provide the foundation for a coordinated outdoor recreation system and contribute to the county's quality of life. Existing publicly- owned recreation areas include neighborhood and community parks, Maricopa County regional parks preserves (Maricopa County administers the largest county parks system in the country), federally managed multiple- use and wilderness areas, State Game and Fish lands, and municipal mountain preserves. These lands provide recreational opportunities within or near urbanized areas. However, the rapid expansion of the urban area has resulted in increasing demand for these amenities. The Comprehensive Plan recommends acquisition of open space to meet the passive and active recreation needs of the region's population.

Complementing open spaces and parks are visual resources. Scenic corridors and vistas offer county residents the opportunity to view the natural environment without man- made intrusions. Major rivers and washes thread through the region, providing uninterrupted views of mountains, vegetation, and wildlife native to the county. Major roads traverse picturesque landscapes, offering motorists scenic vistas as they travel.

Protecting open space provides regional environmental, economic, social, educational, and recreational benefits. Some of these benefits are more quantifiable than others, but they all have an influence on the lives of present and future generations.

### ***Hazardous Materials***

The generation, handling, disposal, and cleanup of hazardous waste is one of this country's primary environmental challenges. Improper disposal and management of hazardous wastes, hazardous substances, and toxic chemicals have created substantial problems for government agencies in the planning, design, and construction of new developments and

facilities. These wastes consist of chemical products, biological products, fuels, petroleum products, explosives, acids, fertilizers, pesticides, radioactive materials, and various industrial wastes.

### GOALS, OBJECTIVES, AND POLICIES

Two environmental goals have been established through the comprehensive planning process for Maricopa County that specifically address the natural and human environment:

*Goal 1: Promote development that considers adverse environmental impacts on the natural and cultural environment, preserves highly valued open space, and remediates areas contaminated with hazardous materials.*

*Goal 2: Improve air quality and minimize noise impacts.*

With these goals the following objectives and policies apply:

#### **Goal One**

**Objective E1**      **Encourage preservation of significant mountainous areas with slopes over 15% for parks, open space, and/or compatible recreation use.**

Policy E1.1      Conduct site evaluations in the planning stage.

Policy E1.2      Explore incentives and options for preservation.

Policy E1.3      Refine existing topographic classification system.

**Objective E2**      **Promote development that is compatible with the visual character and quality of the site.**

Policy E2.1      Encourage guidelines for building construction, modification, and landscaping that reflect community or regional character.

Policy E2.2      Encourage preservation of scenic corridors and vistas.

**Objective E3**      **Promote the appreciation and preservation of significant archeological and historic resources within the framework of state and federal laws, regulations, and guidelines.**

Policy E3.1      Conduct surveys and evaluations for cultural resources as required by the Arizona Antiquities Act, the State Historic Reservation Act, the National Historic Preservation Act, and other applicable laws, regulations and guidelines.

Policy E3.2      Implement mitigation measures for cultural resources as required by the Arizona Antiquities Act, the State Historic Preservation Act, the National Historic Preservation Act, and other applicable laws, regulations and guidelines.

Policy E3.3 Consider alternative funding sources for impact avoidance or mitigation of impacts to significant cultural resources.

**Objective E4 Encourage the protection of habitat.**

Policy E4.1 Identify priority habitat areas subject to development in compliance with the Endangered Species Act and other applicable laws, regulations and guidelines

Policy E4.2 If required by state or federal laws, regulations and/or guidelines, participate in the inventory and classification of habitat for noted important species in priority areas

Policy E4.3 Develop habitat conservation plans for protected species if required by state or federal laws, regulations and/or guidelines.

Policy E4.4 Explore incentives to preserve habitat.

Policy E4.5 Explore methods to acquire lands classified as priority habitat areas as part of the Open Space Conservation Area.

**Objective E5 Promote the protection and preservation of riparian areas.**

Policy E5.1 Encourage site evaluation and classification of riparian areas as required by the U.S. Army Corps of Engineers 404 permit program or by other state or federal laws, regulations and/or guidelines.

Policy E5.2 Consider incentives and options for preservation.

**Objective E6 Encourage the reduction of pollutants in rivers and streams within the framework of state and federal laws, regulations, and guidelines.**

Policy E6.1 Cooperate with the Arizona Department of Environmental Quality bi-annual Water Quality Assessment Report in accordance with the Clean Water Act

Policy E6.2 Apply the National Pollutant Discharges Elimination System (NPDES) urban stormwater control program as required by the Clean Water Act.

**Objective E7 Discourage new development in major 100-year floodplains.**

Policy E7.1 Ensure that local floodplain management regulations remain in conformance with state flood control statutes and the National Flood Insurance Program (NFIP) Rules and Guidelines.

Policy E7.2 Review proposed floodplain uses and issue only appropriate permits and clearances.

Policy E7.3 Review existing 100- year floodplains as necessary against changed conditions and obtain revisions through the Federal Emergency Management Agency (FEMA) where necessary.



- Policy E7.4 Encourage flood identification studies in areas where development is eminent or ongoing to identify 100-year flood hazard areas.
- Policy E7.5 Continue public education efforts pertaining to the judicious uses of flood prone properties.
- Objective E8 Encourage protection and enhancement of future water and groundwater supplies within the framework of state and federal laws, regulations, and guidelines.**
- Policy E8.1 Encourage development in accordance with state and federal laws, regulations, and guidelines that govern water quality.
- Policy E8.2 Encourage groundwater recharge alternatives for water disposal for new industrial facilities.
- Policy E8.3 Follow water conservation guidelines as set by the Arizona Department of Water Resources.
- Policy E8.4 Review all development proposals for compliance with the Arizona Aquifer Protection Permit program.
- Policy E8.6 Encourage agricultural uses of fertilizers and pesticides that reduce risk of groundwater contamination.
- Policy E8.8 Encourage the reuse of reclaimed effluent and treated industrial wastewater.
- Policy E8.9 Encourage public/private partnerships to develop groundwater recharge projects on county property, where appropriate.
- Objective E9 Encourage the cleanup and development of brownfield sites within unincorporated Maricopa County within the framework of state and federal laws, regulations, and guidelines.**

## *Goal Two*

- Objective 2E1 Support efforts by the Maricopa County Department of Environmental Services to reduce emissions sufficiently to reach and maintain National Ambient Air Quality Standards by 1999 in county non-attainment areas.**
- Policy 2E1.1 Encourage the reduction of unpaved roads within the PM<sub>10</sub> non-attainment area.
- Policy 2E1.2 Encourage the reduction of unpaved shoulders within the PM<sub>10</sub> non-attainment area.
- Policy 2E1.3 Encourage the replacement of (non-emergency) vehicles with clean burning fuel vehicles.
- Policy 2E1.4 Provide clean fuels refueling facilities at county vehicle fueling stations.

- Policy 2E1.5 Encourage the reduction of unpaved commercial parking in the non-attainment area, and encourage all commercial parking in non-attainment area to be paved.
- Policy 2E1.6 Encourage appropriate transit facilities in new residential development.
- Policy 2E1.7 Within the constraints of existing development and site topography, encourage developments to have through mile and ½ mile streets to allow alternate mode facilities, where appropriate .
- Policy 2E1.8 Encourage all construction activities to use the best available control measures, as required by Environmental Services, to control emissions.
- Policy 2E1.9 Encourage all new construction to use EPA approved clean burning fireplaces, if a fireplace is installed.
- Policy 2E1.10 Seek legislation to allow use of dust palliatives on unpaved roads.
- Policy 2E1.11 Continue 100% subsidy of Maricopa County employee transit use.
- Objective 2E2 Minimize vehicle traffic noise on sensitive land uses.**
- Policy 2E2.1 Develop performance standards for noise for property fronting arterials.
- Policy 2E2.2 Encourage the consideration of noise impacts in site planning.
- Policy 2E2.3 Enforce muffler requirements.
- Objective 2E3 Promote reduction of existing noise problem areas.**
- Policy 2E3.1 Encourage the application of technological innovation to reduce roadway noise.
- Policy 2E3.2 Consider additional mitigation measures, including bypass routes, for severe problem areas.

## ***ECONOMIC DEVELOPMENT***

### **INTRODUCTION**

A sound economy is important to the livelihood and well being of Maricopa County residents and communities. Defining a vision for economic and community development required a thorough assessment of the region's economic potential, needs, opportunities, and constraints.

Most economic indicators show the region will continue to benefit from business expansions and relocation, tourism, retail trade, services, construction, and value-added agriculture. County residents have expressed an interest in an economic climate that can expand business opportunities in the face of new challenges. Therefore, the region must expand its economy on the basis of available resources, ensuring that development is balanced with the surrounding environment. Under this scenario, communities will become well established or revitalized, with jobs and housing opportunities in balance, while the need to travel long distances for jobs, goods, services and recreation is diminished.

The vitality of communities in Maricopa County is enhanced through active participation of residents in community planning, marketing, and development. Citizen groups that originally participated in the Comprehensive Plan may become strong advocates and participate in its execution, scrutinizing its results.

The overall business climate in the region should be enhanced through state, county, and local actions and initiatives, primarily through tax and business incentives policies, the availability of capital, and the deployment of infrastructure and services. To enhance the county's economic development opportunities, the region should be supplied with affordable housing and community facilities. In this manner, neighborhoods and central business districts will be revitalized, while labor training and quality educational programs and facilities become accessible to residents. This should become a draw for new residents and economic enterprises, alike.

Maricopa County has the power to intervene as catalyst or facilitator for quality development in the region. Thoughtful land use decisions, comprehensive transportation planning, and sensitive environmental controls, combined with economic development opportunities should aid in the generation of quality jobs and contribute to the enhancement of the quality of life for residents and communities.

Additional background information is available in the *Economic Development Element Background and Analysis Report 1995 - 2020*, published in 1996.

### **ISSUES FOR ECONOMIC DEVELOPMENT**

The economic and physical transformation of Maricopa County will occur as a result of a myriad of physical, political, and socioeconomic factors that will influence the form and direction of growth and development through the year 2020. Forces outside of the county

will also contribute to future growth and development, generating impacts within the internal economy and development patterns.

To be beneficial, economic development must not only help create wealth, it must also generate community benefits. Future development must help transform Maricopa County into a better place to live and work. This section describes programs and “economic clusters” that were identified for future growth and enhancement.

### ***Cluster Business Opportunities***

The Governor’s Strategic Partnership for Economic Development (GSPED) will be the vehicle for implementation of policy pertaining to growth and development within the state. These policies are embodied in the State of Arizona’s Strategic Plan for Economic Development (ASPED). Ten economic clusters were identified for GSPED action in the ASPED: bioindustry; environmental technology; food fiber and natural products; high tech industry cluster; minerals and mining; optics; tourism and experience; transportation and distribution; software; and retirement communities. Of these, the following are the most promising for strengthening and expanding the economy of the county:

#### Environmental Technology

Businesses that create and provide products and services that utilize technology to (a) monitor, eliminate, control, treat, and prevent pollution, and (b) conserve and restore natural resources.

#### Food Fiber and Natural Products

Growth, processing and distribution of plant and animal products including edible crops, wine, cotton, livestock, processed foods, and forestry products.

#### Minerals and Mining

Development, processing, and supply of mineral resources and energy.

#### Tourism

Recreational and visitor facilities and services built around Arizona’s natural beauty. This includes cultural, historical, and natural attractions, amusement parks, eating/drinking establishments, lodging and resort facilities, film production, entertainment services, sports and recreational attractions, and traveler and transportation services.

#### Transportation and Distribution

Physical infrastructure, capital goods, and services needed to carry passengers and deliver tangible products locally, regionally via air, rail, road, and pipeline.

Certain industry groups stand out within each of these clusters in the county, offering the most potential for expanding and strengthening its economy:

#### Retirement Communities

Direct and induced impacts from retirement communities include construction, employment, retail expenditures, bank deposits and other revenue generated by the

retirement sector. This also includes impacts generated in the service and recreation sectors.

### Business and Recreation Services

Within this group, the golf industry appears to offer the most promise for value-added products and services. The golf industry is strongly established in retirement communities such as Sun City, Sun City West, and Sun Lakes. Spin-offs from this industry emerge in the design and engineering of golf courses and ancillary facilities; turf production and maintenance; golf course construction; production of golf equipment; clothing; souvenirs; uniforms; restaurants; catering; travel services; and others.

### Manufacturing

Maricopa County offers potential to become a prime candidate for the location of a select group of manufacturing firms. In particular, this includes those looking for freestanding sites in rural areas, proximity to large population centers; and the availability of key infrastructure and labor supply. Manufacturers of home components and/or manufactured housing which appeal to rural or retirement living could be attracted. The rural nature of much of the county may attract industries that might be best suited away from populated areas.

### Agriculture

Agribusiness development opportunities could be systematically examined and encouraged through GSPED and the Agribusiness Council of Arizona. Agriculture is a principle contributor to the region's economy and a major land user. Limited water supply, global competition, urban encroachment, and changes in federal subsidy policies will force agriculture to be more diversified in the region.

The expansion of value-added economic activity could become possible in food processing, in particular, canning and freezing, vegetable dehydration, value-added cotton, greenhouses, ornamentals, turf grass, ethanol, and others. The potential transformation of farms into commercial enterprises and dude ranch facilities could be examined as a means of promoting and attracting tourism. Living in an agricultural environment may appeal to many. Opportunities for spin-offs in the aquaculture industry should also be examined, as this sector appears to have substantial unrealized potential in the region. The protection of agriculture for income and revenue opportunities in the region and for open space and small town preservation should be examined.

The lack of capital, planning, marketing, and managerial experience are barriers that will need to be addressed to build on existing agricultural resources. Traditional farming practices may have to yield to the realities of water and land availability, quality limitations, and cost.

### Mining

This industry will require further assessment to ascertain its potential. The exploitation of gravel and sand for construction is the most important mining activity within the county. At present, no coordinated efforts exist to evaluate this potential.

### Tourism and Recreation

Maricopa County's natural and artificial attributes offer opportunities for further development of tourism and recreation. For example, abundant scenic resources may provide the impetus for attracting and expanding the film industry. As with mining, no coordinated effort to promoting the industry exists, at present.

The GSPED could be the instrument to assist the county plan and promote opportunities around its tourism and recreation resource base. The State of Arizona's Office of Tourism, the Phoenix and Valley of the Sun Convention and Visitors Bureau, along with federal, state and county recreation agencies may also contribute to the development of tourism and recreation opportunities in the Planning Area.

### Transportation and Distribution

Along with manufacturing, the Planning Area region could position itself to attract and accommodate transport, warehousing, and distribution facilities. These facilities are fundamental for expanding the region's economy. As with manufacturing, these need to be located along major transportation routes and in the vicinity of production centers.

Other industry groups with value-added potential in the region include services for the large permanent and visiting retirement population, including planned residential development, health maintenance, recreation, commercial, and hospitality services. The growth and expansion of identified industry groups may be inhibited by the lack of a coordinated local planning and sector promotion capacity, infrastructure, and specialized labor.

The region will need to work to improve its basic economic infrastructure, and to expand its capacity to tap the business development inducements identified in the *Economic Development Background and Analysis Report*. Other inhibiting factors include the lack of coordination in planning, promotion, and marketing of the county's assets and opportunities to economic enterprises.

### ***Community Development***

Economic development in Maricopa County will thrive when accompanied by stronger, better organized communities supplied with infrastructure, services, and amenities. Communities of the future would be judged in terms of their capabilities to provide for the economic needs of their citizens. This includes the capacity to supply goods and services that contribute to the health, safety, convenience, and general welfare of the public. Maricopa County can become a catalyst in the provision of these facilities, with public policy directed at strengthening and shaping communities and their environment. Communities in the region may become more cooperative, rather than competitive, working together to promote development and shape the quality of life sought by individual residents.

The vision for community development will necessitate a definition of policy to address community issues. These limiting issues include: lack of organized community representation, limited planning, a limited tax base and limited financial and infrastructure resources. The dispersed geographic pattern of many communities in the region makes it

difficult to address needs in a cost effective manner. This suggests a policy of overall resource decentralization with concentration in areas with greatest community and economic impact potential.

### ***Business Climate***

The county has abundant land supplied with a regional infrastructure for new development. Maricopa County benefits from the vast array of incentives offered through the state to expand its business base, however communities in the planning area lack the organizational capacity to effectively tap those resources.

The county will follow the greater Phoenix metropolitan area in economic development opportunities. It is envisioned that Maricopa County will play a greater role in regional and community planning. In this capacity, the county will act as a catalyst to promote job creation through new business development, attraction, expansion, and retention. Due to its rural character, the unincorporated areas are not expected to attract industry that relies heavily on specialized labor, research centers, or universities. The employment base will likely remain tied to the basic resources of agriculture, tourism, recreation; construction; retail; services for retirement communities; and limited manufacturing, warehousing, trucking and distribution.

### ***Regionalism***

The agricultural and retirement industries maintain regional organizations to support and advance their interests. Other regional organizations are tied to the educational school system, water irrigation districts, and public utilities. In addition, MAG provides planning and research services to the region.

Implementation of the Comprehensive Plan will require extensive consultation and cooperation with municipalities, state, and federal agencies. It will also require close cooperation with other organizations to accomplish the goals, objectives and policies of the plan.

### ***The Role of Maricopa County***

Maricopa County may have a role in economic development through a number of means including:

- ◇ Financial support through regional economic development agencies and the county Office of Economic Development.
- ◇ Promotion of tourism through Arizona Department of Tourism and the Phoenix and Valley of the Sun Convention and Visitors Bureau.
- ◇ Promotion of professional sports through the Maricopa County Sports Authority and the Stadium District.
- ◇ Direct financing of industrial, residential and health facilities through the issuance of bonds through the county Industrial Development Authority.

- ◇ Road improvements through ADOT and MCDOT.
- ◇ Facilitation of plan approvals by means of a One Stop Shop established in the Planning and Development Department.
- ◇ Flood control projects through the Maricopa County Flood Control District.
- ◇ The construction of facilities utilizing resources of the Community Development Department, the Library District, and the Parks and Recreation Department.

Maricopa County may also assist with labor recruitment, screening, testing, and training for established enterprises through the Maricopa County Private Industry Council (PIC) JTPA Program. In addition, the county may promote the attraction and expansion of job creating enterprises through the Western Maricopa Enterprise Zone, and facilitate the procurement of grants from federal, state, and corporate sources.

### GOALS, OBJECTIVES AND POLICIES

Goals, objectives, and policies reflect the direction that will be taken by the Maricopa County government in shaping economic growth and development in the planning region. These are designed in consideration of the vision outlined in this plan element within each of the designated strategic planning areas of the Comprehensive Plan, up to the year 2020. The goal of the Economic Development Element is to:

*Promote a growing balanced, efficient, and diversified economy, consistent with available resources, that enhances quality employment opportunities, improves quality of life, and is sensitive to the natural and cultural environment.*

#### **Objective ED1 Expand quality employment opportunities and capital investment.**

- |              |   |
|--------------|---|
| Policy ED1.1 | Encourage the county to direct resources to promote business attraction, retention and expansion.   |
| Policy ED1.2 | Encourage the completion of an Economic Development Implementation Plan.  |
| Policy ED1.3 | Encourage, coordinate, and support the promotion of employment in growth clusters, mainly value added farming, retirement, tourism, manufacturing/ distribution, and service sectors. |
| Policy ED1.4 | Encourage the development of infrastructure, industrial parks, access roads, sewer, and water systems and the designation of employment centers in appropriate locations.             |
| Policy ED1.5 | Encourage and coordinate the formation of a “one stop” center for economic development.   |
| Policy ED1.6 | Encourage the brokering of services to facilitate small business development.   |



- Policy ED1.7 Encourage and secure the reauthorization of the Western Maricopa Enterprise Zone (WMEZ).
- Policy ED1.8 Foster the formation of local non-profit organizations to promote community and economic development in the region.
- Objective ED2 Encourage employment opportunities proximate to housing.
- Policy ED2.2 Encourage bonus provisions to reward development that improves the jobs/housing balance.
- Policy ED2.3 Encourage the establishment of a “one stop” center for planning, zoning, and building permits to ensure prompt plan approvals.
- Policy ED2.4 Encourage and facilitate research of alternatives for new communities, making the product of research available to the private sector.
- Policy ED2.5 Encourage the sponsorship of events to showcase advances in the development of communities and transportation solutions.
- Objective ED3 Foster community revitalization and development.**
- Policy ED3.1 Encourage neighborhoods and commercial revitalization initiatives.
- Objective ED4 Enhance opportunities for education and labor training in the region.**
- Policy ED4.1 Support state initiatives to establish “one stop ” career centers.
- Policy ED4.2 Encourage the maintenance of a data bank with updated information on the county’s labor supply, education resources, and programs.
- Policy ED4.3 Encourage the brokering of labor recruitment, testing, and training services for business and industry expanding in the WMEZ.
- Policy ED4.4 Encourage labor training services through the Job Training Partnership Act.

## AGENDA FOR ACTION

This plan seeks to create strong and vibrant communities within Maricopa County by encouraging orderly development while creating a healthy environment and a healthy economy. By guiding new growth into areas that can sustain additional development, the plan endeavors to conserve scarce resources and to build strong communities based on an efficient transportation system, well-protected environmental resources, and a strong, diversified economy. The plan's elements reflect the character of the county's population, while the policies and implementation tools guide future land use and transportation decisions.

It is important to identify short-term goals and tasks that can be undertaken soon after plan adoption. This section presents an overview of the tasks to be undertaken immediately upon plan adoption. The implementation action program for the Maricopa County Comprehensive Plan is presented on Table 333333: Five Year Agenda for Action.

The table is presented under the following headings:

<i>Action</i>	Lists the actions necessary to carry out the vision of the Comprehensive Plan.
<i>Purpose</i>	Describes the intent of the action.
<i>Timeline</i>	Establishes when the action should begin.
<i>Elements Involved</i>	Lists the elements of the Comprehensive Plan that are involved in the action.
<i>Department/ Agency</i>	Identifies the county departments and/or partnering agencies involved.
<i>Implementation Method</i>	Determines if the action is legislative, requires future planning, is an existing process, or a departmental procedure.
<i>Related Objectives</i>	Lists the related objectives involved in the action.

The Agenda for Action will be regularly monitored by the Staff Steering Committee, which will in turn, report to the Oversight Committee. In order to continually pursue the implementation of the Comprehensive Plan in an expeditious manner, the Agenda for Action will be monitored and revised on an annual basis.

Table 3: Five Year Agenda for Action

Action	Description	Timeline					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
		Adoption			5 Years					
<i>Update Area Land Use Plans</i>	Update existing area land use plans in alignment to the Comprehensive Plan relevancy to current conditions and						All	MCP&D, MCDOT, MCFC, MCCD	Future Planning	
<i>Development Master Plan Guidelines</i>	Revise existing DMP guidelines to provide options for innovative DMP design.						All	MCP&D, MCDOT, MCFC	Future Planning	
<i>Continue Staff Steering Committee</i>	Continue communication with county agencies to coordinate plan implementation and projects..						All	MCP&D, MCDOT, MCFC, MCES	Existing Process	
<i>Budget for Action Plan</i>	Establish and maintain a budget to track resources for Plan implementation.						All	MCP&D, MCDOT	Future Planning	
<i>Continue MCDOT/MCP&amp;DD Coordination</i>	Coordinate Plan implementation and updates through the joint MCDOT and MCP&DD Planning Team						All	MCP&D, MCDOT	Existing Process	
<i>Infrastructure Financing</i>	Study alternatives methods for financing infrastructure in collaboration with all potentially affected interests.						All	MCDOT	Legislation, Future Planning	L7, T5, E6, E8, 2E1
<i>Development Indicators</i>	Develop and implement a monitoring system to gauge effects of Comprehensive Plan activities. .						All	MCP&D, MCDOT	Future Planning	
<i>Monitor/Coordinate with Cities' General Plans</i>	Maintain file of current municipal general plans .Coordinate updates to general plans in unincorporated areas with municipal planning agencies.						All	MCP&D, MCDOT, All municipalities	Future Planning, Partnering	
<i>County Extension Service</i>	Study the expansion of the capacity of the Office of Economic Development to broker and extend technical planning and development assistance services to						All	MCP&D	Future Planning	L3, L5, L8, ED, ED4

Action	Description	Timeline					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
		Adoption				5 Years				
	county communities.									
<i>Fiscal Impact Model</i>	Study the development of a fiscal impact model to gauge the impact new development has on the County budget						All	All	Future Planning	
<i>Development Guidelines/GIS Atlas</i>	Provide land-based information to assist development activities in the county using the existing County GIS system. The Atlas will contain data such as parcels, roadways, hydrology, and topographic conditions.						All	MCDOT	Future Planning	L8, T3
<i>Create "one stop" centers</i>	Streamline the development process, by creating development assistance and economic development centers.						All	MCP&D, MCD	Future Planning	ED1.5, ED2.3, ED4.1
<i>Monitoring the Action Plan</i>	Document the ongoing progress towards implementation of the Comprehensive Plan.						All	MCP&D, MCDOT		
<i>Comprehensive Plan Summit</i>	Convene a summit in conjunction with each review and update of the Plan to report on progress of the Comprehensive Plan to decision makers, citizens, and the partners involved in the development of the Plan.						All	MCP&D, MCD		
<i>Comprehensive Plan Annual Report</i>	Produce an annual report to update the progress of the Comprehensive Plan.						All	MCP&D, MCD		
<i>Lot Splits</i>	Study the review process for land divisions involving 5 or fewer lots, within existing state Statutes.						Land Use	MCP&D, MCD, MCFC	Legislation, Future Planning	L5
<i>Transportation System Plan (TSP)</i>	Evaluate regional impacts of the transportation system and develop a comprehensive county transportation system, supporting plans, policies, and						Transportation	MCDOT	Future Planning	L9, T4, T5, T6, T8

Action	Description	Timeline						Elements Involved	Department/ Agency	Implementation Method	Related Objectives
		Adoption					5 Years				
	programs.										
<i>Northwest Valley Transportation Study (NWVTS)</i>	Develop a comprehensive, multimodal transportation plan consisting of a short-range transportation improvement program, a medium-range action plan, and a long range transportation plan for the northwest portion the county.							Transportation	MCDOT	Future Planning, Partnering	L9, T1, T2, T4, T5, T6, T7, T8
<i>Update TSP</i>	MCDOT review of the TSP and monitoring the implementation progress on no less than an annual cycle. MCDOT update of the plan on an approximate five-year cycle; including changes in general plans and demographics.							Transportation	MCDOT		
<i>MCDOT CIP Process</i>	MCDOT review on an annual basis development patterns, urban services, and fiscal impacts to serve newly developing areas.							Transportation	MCDOT	Existing Process	L9, T4, T5
<i>TSP Annual Report</i>	MCDOT will monitor implementation, track major changes (such as county boundaries and infrastructure) and produce the annual TSP update.							Transportation	MCDOT		
<i>Economic Development Implementation Plan</i>	Identify action strategies for economic development.							Economic Development	MCP&D, MCC	Future Planning	ED1, ED2, ED3, ED4
<i>Community Development Plans</i>	Examine extending community technical and financial assistance services to small unincorporated communities.							Economic Development	MCP&D, MCC	Future Planning, Partnering	L5, L6, L7, ED1, ED3
<i>Value-added Agriculture</i>	Initiatives to determine the feasibility of an agribusiness and/or distribution center.							Economic Development	MCP&D	Future Planning Partnering	L8, E8, ED1

Action	Description	Timeline						Elements Involved	Department/ Agency	Implementation Method	Related Objectives
		Adoption			5 Years						
<i>Mitigation Banking</i>	Wetlands/riparian mitigation banking program to provide compensation for the loss of wetlands and riparian habitat as a result of highway, bridge construction, and flood control projects.							Environment	MCDOT, MCF	Legislation, Future Planning	T8, L10, E5, E6, E7
<i>Establish IGAs</i>	Agreements on joint planning in county islands within the GPDA. IGAs for transportation, public safety, and other services with various entities.							Land Use, Transportation	MCP&D, MCDOT, MCFC	Future Planning, Legislation	L3, L7, L9, T1, T4, T6, E6, 2E1, 2E2, ED3
<i>Define Established or Approved Communities</i>	Conduct inventory and analysis of population concentrations in the rural unincorporated areas and make recommendations on the development of new area land use plans.							Land Use, Transportation	MCP&D	Future Planning	L4
<i>Amend Zoning Ordinance</i>	Revise current standards and processes, and simplify the existing Zoning Ordinance. Consult all potentially affected interests during the revision process.							Land Use, Transportation	MCP&D, MCDOT, MCFC	Legislation, Future Planning	L3, L4, L5, L6, L7, L9, L11, E4, E5, E7, ED2
<i>County Island Studies/Policies</i>	Inventory and analyze county islands. . Develop strategies to facilitate the eventual annexation of Class I islands into the surrounding jurisdiction							Land Use, Transportation	MCP&D, MCDOT, All municipalities	Legislation, Future Planning, Partnering	L7, T4, T5, E9
<i>Amend Subdivision Regulations</i>	Revise standards and processes currently used in the subdivision process. Consult all potentially affected interests during the revision process.							Land Use, Transportation	MCP&D, MCDOT, MCF	Legislation, Future Planning	L3, L5, L6, L9, T4, T5, E1, E2, E7
<i>Coordinate MCDOT and F</i>	These two departments in the newly formed Maricopa County Public Works Agency will embark upon a policy of intensive planning and programming collaboration.							Environment, Transportation	MCDOT, MCF	Future Planning	E5, E6, E7, E8
<i>Open Space</i>	Conduct an implementation study to							Environment, Land	MCP&D, MCF	Legislation, Future	L10, L11, E1,

Action	Description	Timeline					Elements Involved	Department/ Agency	Implementation Method	Related Objectives
		Adoption			5 Years					
<i>Management/ Implementation</i>	determine methods of protecting the Open Space Conservation Areas and ensuring private property rights. Consult all potentially affected interests during the revision process.						Use	MCPD, MAG, State Lands, All municipalities	Planning	E4, E5
<i>Environmentally Sensitive Land Ordinance (ESLO)</i>	Develop revisions to the existing zoning requirements for steep slopes, floodplains, and possible addition of habitat areas and scenic areas. Consult all potentially affected interests during the revision process.						Environment, Land Use	MCP&D, MCDOT, MCF MAG	Legislation, Future Planning	L10, L11, E1, E4, E5, ED2
<i>FCD Multiple- use Projects</i>	Manage floodplains to facilitate open space access and acquisition.						Environment, Land Use	MCFC	Future Planning, Partnering	

## **AMENDING THE COMPREHENSIVE PLAN**

The Comprehensive Plan is intended to be a guide for development in unincorporated Maricopa County. While it lays out the shared vision of the citizens of the County, it must also be responsive to the evolving desires of the various communities, and be flexible enough to respond to changing conditions, technologies, and development innovations. It is important that the document provide versatility, yet be definitive enough to provide predictability to residents and land owners. In order to facilitate the evolution of the plan, an amendment process is a critical component of the document.

The Comprehensive Plan functions as a framework for generalized land use, transportation, environmental and economic development decisions. While it contains specific goals, objectives and policies, it also contains, by reference, land use plans, transportation systems, and environmental or other programs administered by Maricopa County, local jurisdictions, and other state and federal agencies. Amendments to the Comprehensive Plan can be categorized as either direct amendments or referenced amendments. Direct amendments include changes to the goals, objectives and policies, or specific requests for development in the Conservation Area or rezoning in the Rural Development Area outside of a Development Master Plan. Referenced amendments include updates, amendments, or revisions of the land use plans, transportation systems, and environmental or other programs contained by reference in the Comprehensive Plan. All development master plans approved after adoption of this Plan are automatically considered to be the controlling document for the applicable area, and would be considered a referenced amendment.

### ***DIRECT AMENDMENTS***

Direct amendments include the decennial update, the four year review, requests for changes to the goals, objectives and policies, and specific requests for development in the Conservation Area or urbanization in the Rural Development Area outside of a Development Master Plan. In order for the Board of Supervisors to approve a Direct Amendment, it must be approved by a majority vote of all members of the Board.

#### **DECENNIAL UPDATE**

The decennial update of the Plan includes a reevaluation of goals, objective and policies, reassessment of each of the plan elements, and consideration of additional elements, if deemed necessary. In addition, the update must reassess the financial capability of the county to carry out the Comprehensive Plan as well as the financial impact to the county of alternative land use development patterns. Upon completion of the overall Plan update, the county will then update the Area Plans in the same manner. This update is initiated and conducted by County planning staff.



## **FOUR YEAR REVIEW**

The Four Year Review of the Comprehensive Plan is intended to coincide with the instatement of the Board of Supervisors and provide an opportunity for the Plan to maintain alignment with the County Strategic Plan. The Planning and Zoning Commission will review the Plan and recommend amendments, if it determines any should be made, to the Board of Supervisors. The review should consider amendments to provide guidance to the development of the Capital Improvement Programs of the Department of Transportation and the Flood Control District. This review is initiated and conducted by County planning staff.

## **REQUESTED AMENDMENTS**

Requested Amendments include requests for changes to the goals, objectives and policies,, requests for development in the Conservation Area, or request for rezoning in the Rural Development Area, outside of a Development Master Plan. These amendments may be submitted from time to time by the Board of Supervisors, the Planning and Zoning Commission, County staff, and private individuals and property owners. Development master plans do not require a amendment request. The process to request an amendment to the Comprehensive Plan is contained in the *Maricopa County Comprehensive Plan Amendment Guidelines*, (Appendix F) as prepared by the Planning and Development Department in September, 1990.

## **REFERENCED AMENDMENTS**

Referenced Amendments include updates, amendments, or revisions of the land use plans, transportation systems, and environmental or other programs contained by reference in the Comprehensive Plan. Amendments to any of these referenced items will be considered an amendment to this plan, to the extent such amendments do not conflict with the fundamental intent of the Plan or the mandated powers and responsibilities of Maricopa County.

## **MUNICIPAL AMENDMENTS**

Because the county Comprehensive Plan reflects the general plans of the municipalities, staff should review updates and major amendments to them for the following considerations:

- ◇ The amendment should conform to the goals and policies of the county Comprehensive Plan
- ◇ The amendment should recognize the limitations of existing and planned capabilities of public services in the area
- ◇ The amendment should not negatively impact County residents

- ◇ The amendment should further enhance the goals and policies of the Comprehensive Plan

If staff review determines the amendment to be incompatible with the Comprehensive Plan staff will report their findings to the Planning Commission and the appropriate municipal or agency planning commission or legislative body. The county Planning Commission will review such amendments, and make recommendations to the Board of Supervisors on the suitability of using the amendments as a guideline for decisionmaking within the relevant General Plan Development Area. The Board of Supervisors shall consider the recommendations of the Planning Commission, and either accept or reject the amendment as a guideline.

### **LAND USE PLAN AMENDMENTS**

Amendments or updates to land use plans that would amend the Comprehensive Plan by reference include County Area Land Use Plans, general plans of the cities, towns, and Indian communities in Maricopa County, and any land use, resource management, range management, or forest plan, approved by any local, state, or federal agency with planning jurisdiction in Maricopa County. Changes made by cities and towns within Maricopa County may include expansion of the municipal planning area, or updates to municipal general plans.

Amendments to County Area Land Use Plans would be processed according to the *Maricopa County Comprehensive Plan Amendment Guidelines* (Appendix F). Approval of an amendment to a County Area Land Use Plan would constitute a de facto amendment to the Comprehensive Plan. All development master plans approved after the adoption of this Comprehensive Plan are considered to be in conformance with the Plan and as such do not require a Comprehensive Plan Amendment.

### **TRANSPORTATION AMENDMENTS**

Any update or amendments to the Maricopa County Transportation System Plan, municipal transportation plans, Short and Long Range Regional Transportation and Transit Plans, the State Highway Plan, the National Highway System, the Federal Interstate Highway System, or any other transportation system within Maricopa County will be considered as amendments to the Comprehensive Plan.

### **OTHER REFERENCE AMENDMENTS**

Amendments to any municipal, county, state or federal environmental or economic development program specifically stated or generally referenced within the goals, objectives and policies of the Comprehensive Plan, will be considered as amendments to this plan. .

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## Glossary of Terms/ Acronym List

**Agriculture:** Any use of land for the growing and harvesting of crops for sale for profit, or uses which are directly ancillary to the growing and harvesting of crops, which is the exclusive or primary use of the lot, plot, parcel, or tract of land; or processing crops to the generally recognizable level of marketability; or the open range grazing of livestock.

**Agree-business:** Any business that deals with agriculture.

**Agriculture/Industrial Land Use:** Dairy processing, value added food processing, canning.

**Aquifer:** A saturated underground formation of permeable materials capable of storing water and transmitting it to wells, springs, or streams.

**Best Available Control Measures:** The maximum degree of emissions reduction of PM<sub>10</sub> and PM<sub>10</sub> precursors from a source which is determined on a case by case basis, taking into account energy, environmental, and economic costs.

**Buffer:** A method of separating incompatible uses; examples include opaque fencing, vegetated berms, and dense landscaping.

**Capital Improvements Program:** A County Commission approved timetable or schedule of future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

**Character:** Distinguishing quality or qualities that make an area unique.

**Cluster Development:** A development design that concentrates buildings in areas of the site to allow remaining land to be used for recreation, common open space and/or preservation of environmentally sensitive features.

**Community:** A group of individuals living in a common location sharing common interests.

**Conditional Use Permit:** Permit given to a land use that is allowed in a zone if it meets additional standards specified in the zoning ordinance (e.g. setbacks, off-street parking).

**Congestion Pricing:** The policy of charging drivers a fee that varies with the level of traffic on a congested roadway. Congestion pricing is designed to allocate roadway space, a scarce resource, in a more efficient manner.

**Dairy:** An area of land on which cows are kept for the purpose of producing dairy products in commercial quantities, as well as the related buildings, equipment, and processes.

**Density:** A numeric average of families, individuals, dwelling units or housing structures per unit of land; usually refers to dwelling units per acre in the Comprehensive Plan.

**Density Bonus:** Permitting additional development on a parcel in exchange for items of public benefit such as affordable housing, recreation sites, infrastructure expansion, etc.

**Developer:** Any person or group of persons or corporation who builds improvements on land, including buildings, streets, parking lots, drainage structures, and or utilities to serve buildings.

**Dwelling Unit:** A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

**Easement:** An interest held by one person, party, or entity in land of another, whereby that person is accorded partial use of such land for a specific purpose, such as access or utility extensions.

**Ecosystem:** Community of different species interacting with one another and with the chemical and physical factors making up its nonliving environment.

**Effluent:** Any material that flows outward from something (e.g. sewage discharges).

**Endangered Species:** A species of animal or plant that is listed as endangered in accordance with the federal Endangered Species Act.

**Environment:** All the factors, (physical, social, and economic) that actually affect a population.

**Floodplain:** The channel and the relatively flat area adjoining the channel of a natural stream or river which has been or may be covered by floodwater. Land immediately adjoining a stream which is inundated when the discharge exceeds the conveyance of the normal channel.

**General Plan:** The Comprehensive Plan for the physical development of a municipality. The General Plan includes any unit or part of such plan separately adopted and any amendment to such plan or part thereof.

**Goal:** An ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed.

**Groundwater:** Water stored underground, beneath the earth's surface. It is stored in cracks and crevices of rocks and in the pores of geologic materials that make up the earth's crust.

**Incident Management:** The coordination of information between the various respondents to an accident, disabled vehicle, spilled debris, and other traffic incidents. Respondents would include such agencies as police, fire, emergency medical service, highway maintenance, and traveler assistance.

**Infill:** The development of new housing or other buildings on scattered vacant sites or small groups of sites in an otherwise built up area.

**Infrastructure:** Facilities and services needed to sustain any type of development - residential, commercial or industrial activities. Includes water and sewer lines, streets, electrical power, fire and police stations, etc.

**Intelligent Vehicle Highway System:** A multilevel cooperative public/ private effort to develop and implement new technologies to improve transportation efficiencies.

**Intermodal:** A system of moving goods that integrates several different forms of transportation methods (e.g. truck to rail).

**Jobs- Housing Balance:** An attempt to balance the number and types of jobs with the amount and cost of housing.

**Land Use:** The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

**Leapfrog Development:** Development or infrastructure extended by a municipality beyond land that could be developed.

**Level of Service:** A qualitative measure of traffic flow and driver satisfaction, with values ranging from A (free flow) to F (oversaturation).

**Multi- modal:** Capable of accommodating a variety of transportation modes, such as buses, automobiles, rapid transit, rail, bicycles and pedestrians. A multi- modal transportation hub is a facility for the transfer of passengers and/or goods between different modes of transportation.

**Natural Resources:** Elements relating to land, water, air, plant and animal life, and the interrelationship of those elements. Natural resource elements include soils, geology, topography, floodplains, vegetation, wildlife, surface and groundwater, and aquifer recharge zones.

**Neighborhood:** An area of a community with characteristics that distinguish it from other community areas and which may include distinct ethnic or economic characteristics, schools, or social clubs, or boundaries defined by physical barriers such as major highways and railroads or natural features such as rivers.

**Non- Attainment Area:** Areas that do not meet the National Ambient Air Quality Standards (NAAQS) for one or more pollutants. The pollutants included in these standards include lead, oxides of nitrogen, sulfur dioxide, ozone, carbon monoxide, and PM<sub>10</sub>.

**Objective:** A specific end, condition or state that is an intermediate step toward attaining a goal. An objectives should be achievable and when possible measurable and time specific.

**Open Space:** A publicly owned and maintained or privately owned and maintained ground area that satisfies visual and physiological needs of the community for light and air; covered with vegetation, game courts, non-vehicular paths, or associated buildings.

**Pedestrian Facilities:** Physical infrastructure that allows for or promotes walking as a mode of travel. These facilities either support walking as a stand- alone mode of travel, or support walking between origins and destinations as an interface with public transit.

**Point Source:** A single identifiable source that discharges pollutants into the environment.

**Policy:** A specific statement that guides decision making. Policies are statements of intent for actions to be taken in pursuit of a given objective.

**Planning:** The establishment of goals, policies, and procedures for social, physical, and economic order.

**Plat:** A scaled drawing, developed from a survey performed by a surveyor, that contains a description of subdivided land with ties to permanent survey monuments.

**PM<sub>10</sub>:** Airborne particulate matter of 10 microns or less in diameter. PM<sub>10</sub> is the result of agricultural and construction operation, suspended dust, tire abrasion from vehicles traveling on roads, and natural occurrences such as windstorms.

**Potable Water:** Water that meets state and federal drinking water standards.

**Recharge Zone:** An area in which water is infiltrated and added to the groundwater reservoir or aquifer.

**Regional Park:** Recreation area of 200 or more acres that offer passive recreation space in the form of trails, picnicking, and climbing, but have no facilities for organized active forms of recreation.

**Right-of-way:** A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads and utility lines.

**Riparian Area:** An aquatic or terrestrial ecosystem that is associated with bodies of water, such as streams, lakes, or wetlands, or is dependent upon the existence of perennial, intermittent, or ephemeral surface or subsurface drainage.

**Rural Residential:** Single Family Residence with 2 acres or more, includes mixed residential and farmland use.

**Streetscape:** The character or scene that may be observed along a street as created by its natural and manmade components including its width, paving materials, plantings, lamp posts, traffic lights, benches and the forms of surrounding buildings.

**Subdivider:** Any person, group of persons or other entity creating or who has created a subdivision (as defined by Section 47- 6- 1 et seq. NMSA 1978) individually or as part of a common promotional plan or any person engaged in the sale or lease of subdivided land which is being sold or has been sold or leased within the preceding three years by the owner in the ordinary course of business; however, subdivider does not include any duly licensed real estate broker or sales person not acting on his own account.

**Subdivision:** An area of land in which the surface has been divided by a subdivider into five or more parcels within three years for the purpose of sale or lease.

**Traffic Demand Strategies:** A set of programs aimed at reducing the volume of traffic and the distance of a trip by influencing the manner in which people travel to work. Examples of traffic demand strategies include carpooling, congestion pricing, and providing a financial subsidy for transit riders.

**Transportation Mitigation Plan (TMP):** A plan to show how traffic flows will be smoothed or diverted during construction. A TMP might call for installing ramp meters or upgrading parallel roads; boosting public transit service; aggressively marketing carpooling vanpooling; and mounting a public information campaign.

***Transit Oriented Development:*** Higher density land uses and activities that are designed and located to encourage ridership on public transit. Transit-oriented design projects attempt to attract people to the transit system by creating an atmosphere which is safe, convenient and easily accessible by foot, bicycle or alternative transit mode.

***Zoning:*** The division of a municipality into parcel specific categories with regulations governing the use, placement, spacing, and size of land and buildings corresponding to the categories.

**ACRONYMS**

<b>AACE</b>	Arizona Association of County Engineers
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ADA</b>	Americans with Disabilities Act
<b>ADOT</b>	Arizona Department of Transportation
<b>ADT</b>	Average Daily Traffic
<b>AHCCCS</b>	Arizona Health Care Cost Containment System
<b>APTS</b>	Advanced Public Transportation Systems
<b>ARS</b>	Arizona Revised Statutes
<b>ARTS</b>	Advanced Rural Transportation Systems
<b>ASPED</b>	Arizona's Strategic Plan for Economic Development
<b>ASU</b>	Arizona State University
<b>ATMS</b>	Advanced Traffic Management Systems
<b>AVL</b>	Automatic Vehicle Locator
<b>BACM</b>	Best Available Control Measures
<b>BIA</b>	Bureau of Indian Affairs
<b>BLM</b>	Bureau of Land Management
<b>BMS</b>	Bridge Management System
<b>BOR</b>	Bureau of Reclamation
<b>BOS</b>	Board of Supervisors
<b>CAA</b>	Clean Air Act
<b>CAC</b>	Citizens Advisory Committee
<b>CAP</b>	Central Arizona Project
<b>CFR</b>	Code of Federal Regulations
<b>CIP</b>	Capital Improvement Program
<b>CMS</b>	Congestion Management System
<b>CO</b>	Carbon monoxide
<b>COE</b>	Corps of Engineers
<b>CVO</b>	Commercial Vehicle Operations

<b>CWA</b>	Clean Water Act
<b>DMP</b>	Development Master Plan
<b>EPA</b>	Environmental Protection Agency
<b>ESA</b>	Endangered Species Act
<b>ESLO</b>	Environmentally Sensitive Land Ordinance
<b>FCD</b>	Flood Control District
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FMS</b>	Freeway Management System
<b>GIS</b>	Geographic Information System
<b>GPDA</b>	General Plan Development Area
<b>GPS</b>	Global Positioning System
<b>GSPED</b>	Governor's Strategic Partnership for Economic Development
<b>HURF</b>	Highway User Revenue Fund
<b>IGA</b>	Inter-Governmental Agreement
<b>IMS</b>	Intermodal Management System
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>ITI</b>	Intelligent Transportation Infrastructure
<b>ITS</b>	Intelligent Transportation Systems
<b>LOD</b>	Level of Development
<b>LOS</b>	Level of Service
<b>LRTP</b>	Long Range Transportation Plan
<b>MAG</b>	Maricopa Association of Governments
<b>MCCD</b>	Maricopa County Community Development
<b>MCDOT</b>	Maricopa County Department of Transportation
<b>MCES</b>	Maricopa County Environmental Services
<b>MCFC</b>	Maricopa County Flood Control



<b>MCP&amp;D</b>	Maricopa County Planning and Development	<b>RBDS</b>	Radio Broadcast Data System
<b>MPO</b>	Metropolitan Planning Area	<b>RDA</b>	Rural Development Area
<b>MSRP</b>	Major Streets and Routes Plan	<b>RDPC</b>	Regional Development Policy Committee (MAG)
<b>NAAQS</b>	National Ambient Air Quality Standards	<b>ROW</b>	Right-of-way
<b>NAFTA</b>	North American Free Trade Agreement	<b>RPTA</b>	Regional Public Transportation Authority
<b>NEPA</b>	National Environmental Policy Act	<b>RRS</b>	Roads of Regional Significance
<b>NEVTS</b>	Northeast Valley Transportation Study	<b>SIP</b>	State Implementation Plan
<b>NFIP</b>	National Flood Insurance Program	<b>SLD</b>	State Lands Department
<b>NHS</b>	National Highway System	<b>SMS</b>	Safety Management System
<b>NQ</b>	Oxides of nitrogen	<b>SQ</b>	Sulfur Dioxide
<b>NPDES</b>	National Pollution Discharge Elimination System	<b>SRP</b>	Salt River Project
<b>Q</b>	Ozone	<b>STB</b>	Surface Transportation Board
<b>PCR</b>	Pavement Condition Rating	<b>SWVTS</b>	Southwest Valley Transportation Study
<b>PM<sub>10</sub></b>	Particulate matter with an aerodynamic diameter equal to or less than 10 micrometers	<b>TAB</b>	Transportation Advisory Board
<b>PMS</b>	Pavement Management System	<b>TDR</b>	Transfer of Development Rights
<b>PTMS</b>	Public Transportation Management System	<b>TIP</b>	Transportation Improvement Program
<b>RACT</b>	Reasonably Available Control Technology	<b>TMS</b>	Traffic Monitoring System
<b>RAPID</b>	Rapid Access for Phoenix Intermodal Deployment	<b>TOC</b>	Traffic Operations Center
<b>RASP</b>	Regional Aviation System	<b>TSP</b>	Transportation System Plan
		<b>USA</b>	Urban Service Area
		<b>USC</b>	United States Code
		<b>VPD</b>	Vehicles per Day
		<b>WMEZ</b>	Western Maricopa Enterprise Zone

## APPENDIX A - THE CITIZEN PARTICIPATION PROCESS

The development of the Maricopa County Comprehensive Plan followed an intense work program. The process outlined below provides an overview of the public involvement efforts that were used during the development of the plan. Several overriding principals were followed to insure that this planning effort had the public input and support needed for adoption. Those principles are:

- ◇ A sound public involvement plan is critical to the success of any planning process. It must include techniques to share information and create lines of communication between interested parties.
- ◇ Citizen participation must be a genuine effort to encourage public involvement in the decision making process and to instill confidence and trust in everyone who might be affected.
- ◇ Information must be disseminated through public notices, newsletters, flyers, telephone hotline, newspaper articles, the Internet, and other events. Participation opportunities should occur through public workshops, informational meetings, surveys, or other means. Without mechanisms to notify the public and a means to receive public comment, a plan may fail since it will not have the support of the public it impacts.
- ◇ An effective public involvement process must address issues that arise when planning recommendations do not adequately consider the concerns of the residents affected.
- ◇ Recommendations made by professional staff are no more credible than those judgments made by the public.
- ◇ By hearing what the public expects and responding in the most effective, efficient way possible, an agency will be respected and supported for its decisions and their implementation.

Public might increase the time and cost of the planning process, but it can yield greater returns since the outcome will be based on the expressed needs of the public it serves.

## **TIME TABLE**

The public participation process was divided into five time periods. They were: issues identification, goals development and visioning, alternatives development and refinement, alternatives evaluation, and final plan development. While the phases overlapped, the processes involved were geared around these five periods and public involvement strategies were utilized to support the work completed in each.

## **ISSUE IDENTIFICATION**

The first several months of 1995 were devoted to identifying issues critical to the Comprehensive Plan. Considerable information was gathered during these first few months which helped guide the development of the plan. Public involvement included public meetings with residents throughout the county. It also included individual meetings with city and town staffs to obtain their views on the planning process. A partnering meeting was held for city and town staffs, and appointed and elected officials. A second partnering meeting was held with the development community and other special interest groups. Finally, a random sample phone survey was conducted to identify specific transportation issues.

## **GOALS DEVELOPMENT AND VISIONING**

Goals development and visioning to guide the rest of the planning process was completed in June, 1995. Public meetings were again held throughout the county. This was also a period where additional informal meetings were held with city and town staffs. This portion of the planning process lasted several months. A mail survey was completed during this time to gather information on land use.

## **ALTERNATIVES DEVELOPMENT AND REFINEMENT**

As summer ended in 1995, alternatives development was underway. Once the alternatives were developed, the planning team began evaluating the alternatives. It was also during this period that a Futures Forum was held for elected officials, city and town staffs, and the business and development communities. This forum provided a look at the past, a picture of the present, and an impression of the future to provide participants with insights from each.

## **ALTERNATIVES EVALUATION**

During this period, another round of public meetings was held to narrow the five alternatives to two. The planning team also began work on evaluating the two alternatives. When the two land use alternatives were finalized, the team again went to the public for comment in another round of public meetings.

While there was some overlap in time periods, this began the evaluation period of the study. This portion of the planning process has consumed the greatest percentage time.

Nearing the end of the detailed evaluation of the two alternatives, the planning team once again went out to the public to share the findings in another round of public meetings. The evaluation included a fiscal, quality of life, and feasibility studies. The information gained here and from another round of partnering meetings with the municipalities, and the business community lead to the development of the final plan.

## **FINAL PLAN DEVELOPMENT**

The last phase of the planning process was the final plan development period. This occurred during the Winter of 1997 culminating with the last round of public meetings in February and March of 1997, and public hearings in June and July of 1997.

Throughout this process, public notices, paid advertisements, newsletters, the Internet, a telephone hotline, and flyers announced the public meetings. Focus groups were also employed, using experts to insure that everyone involved understood the complex issues addressed in the county Comprehensive Plan. Focus groups brought experts together to share and help formulate direction to many areas of the plan.

## **PUBLIC INVOLVEMENT STRATEGIES**

Using the principles outlined in the beginning of this section of the report, the planning team is confident that the public involvement process utilized throughout the development of this plan is one of the most complete used in Maricopa County. This process was not initiated until a complete strategic effort was completed to outline an outreach program that would be inclusive. To do this, a large menu of techniques were identified and included.

### ***Public Meetings***

Public meetings were used extensively throughout the Comprehensive Plan public involvement process. The planning team held over 50 public meetings during six different time periods. Each round of meetings had a distinct purpose, so the format was developed to best suit the purpose. Workshop style formats were used when maximum interaction was needed, such as when issues and goals were developed. Formal presentations were used when the meeting consisted of large amounts of technical information to share, such as when alternative analysis results were completed.

Meetings were held throughout Maricopa County to give all citizens an opportunity to participate. Each series consisted of six to ten meetings located at regularly used public locations such as schools, community centers, libraries, and town halls. The same sites were used so that repeat participants would feel comfortable with the location.

The first series of meetings took place in January, 1995. These meetings followed a workshop format that was designed to help the planning team identify issues critical to Maricopa County. Six meetings were held during this round. The next round of meetings took place in July of that same year. These six meeting also followed the workshop format and the public was asked to help formulate a County- wide vision and helped outline goals and objectives to drive the plan. The third round of public meetings took place in the Fall of 1995. The planning team increased the number of meetings to ten to provide better opportunities for residents in outlying areas of Maricopa County to participate. These meetings included a formal presentation on the land use alternatives and a visual preference survey.

The fourth series of public meetings took place in the Spring of 1996. Ten meetings were held throughout Maricopa County. These meetings used a workshop format for participants to share their ideas the land use and transportation alternatives.

The fifth series of meetings were held in the fall of 1996. These ten meetings used a presentation format that shared data with participants on the alternatives analysis that had been completed.

The final round of public meetings were held in February and March of 1997. The ten meetings used a workshop format for participants to learn more about the recommended land use and transportation alternative, and to share their ideas.

### ***Partnering Meetings***

Three series of partnering meetings were held during the planning process. Each series consisted of two meetings; one for city and town representatives which included planning and transportation staff members, and elected and appointed officials from the communities within Maricopa County; and the second meeting included utility companies, home builders, and water districts.

The first series of partnering meetings took place in the early stages of the planning process when issues identification took place. The second series occurred after the analysis of the two alternatives was completed. This allowed the participants the opportunity to view the results and share their thoughts on what the final plan should begin to look like. The final series took place after the final plan was drafted. This provided staff a good chance to preview the “draft” final plan with attendees.

### **Futures Forum**

A Futures Forum was held on October 23, 1995 at the Embassy Suites in Tempe, Arizona. Participants included city and town planning staffs, and members of the business and development communities. This public involvement event reinforced the notion of planning and how important is to include as many people as possible.

### **Focus Groups**

Focus groups were used throughout the planning process. These groups varied in size and brought together experts to discuss in detail, important issues related to specific Comprehensive Plan topics. These meetings varied in length and format and produced important information on a myriad of topics. Focus groups were held on topics such as agriculture, open space, zoning issues, and the amendment process.

### **Breakfast Briefings**

Another public involvement activity included breakfast briefings. These breakfasts were sponsored and lead by members of the county Board of Supervisors. Business leaders from around the Valley were invited for a briefing on the status of the plan and as an opportunity to share their feelings on the overall plan direction. Over ten of these breakfast meetings took place in the spring of 1996.

### **Speakers Bureau**

Planning team members made presentations to civic and professional organizations, city staffs, homeowners associations, and water districts. Each opportunity allowed planning team members the chance to share planning information with interested individuals for comment.

### **Public Hearings**

Arizona Revised Statute (ARS) 11- 822 and 11- 823 require that two public hearings be held prior to adoption of the Comprehensive Plan by Maricopa County. The first public hearing was held at the Maricopa County Planning and Zoning Commission meeting in \_\_\_\_ 1997. This was followed up by the second public hearing at the Board of Supervisors meeting in

\_\_\_\_\_ 1997. These two hearings allowed the public to formally comment on the Comprehensive Plan before both appointed and elected bodies. These hearings were posted and notices given in accordance with guidance provided in the Arizona Statutes. Attendance at these hearings was good.

#### Newsletters and Flyers

Newsletters were another integral part of the public involvement process. A series of nine newsletters were mailed throughout the planning process. Newsletters were used for two primary purposes: to share plan results, and to announce up-coming meetings. To insure that everyone in unincorporated Maricopa County was aware of the planning process, the first volume of newsletter was mailed to all registered addresses in unincorporated Maricopa County. This initial mailing of about 70,000 asked citizens to let the planning team know (by phone, mail, or in person) if they wished to continue to be included on the mailing list. Those who responded continued to receive newsletters. All attendees at the public meetings, partnering meetings, focus groups, and the Futures Forum were also added to the newsletter mailing list. In addition, the hotline and the Maricopa County web page dedicated to the Comprehensive Plan provided two more outlets for interested persons to have their names added to the mailing list.

The planning team also developed an additional list of key stakeholders which included all municipalities, large property owners, business leaders, and other affected parties within Maricopa County. After the first newsletter mailing, an average of 8,000 newsletters were mailed for each edition. The last newsletter was again mailed to every address in unincorporated Maricopa County along with key stakeholders to insure maximum coverage.

Informational flyers were also used regularly throughout the planning process. Flyers were used primarily to inform interested persons of upcoming meetings. They were placed in libraries, community centers, and other government offices. Flyers were also distributed at grade schools for children to take home to their parents.

#### Public Notices

Many newspaper, radio stations and television stations provided free advertising opportunities to governmental entities to furnish information to the public on up-coming meetings or programs. Public notices were given to most newspapers, radio stations, and television stations within Maricopa County for each series of public meetings held. Notices were also posted by the Clerk of the Board for other public meetings.

#### Paid Advertisements

Paid advertising was also used to announce public meetings. This included ads in a number of newspapers in the outlying areas of unincorporated Maricopa County. These ads were generally placed a week before the upcoming meetings.

#### Surveys

Surveys are an excellent mechanism to gather public opinion and can be completed in-person, through the mail, and over the phone. The planning team employed phone and

mail surveys. A random telephone survey was used to gather insights into transportation related issues for the transportation element.

Two mail out surveys were completed seeking information on land use issues. While these surveys were not statistically valid, they provided insight into the aspirations of the citizens who participated. A mailing to several thousand residents was made for each survey, and approximately 2,000 surveys were returned for each.

Participants who attended the public meetings were also surveyed as part of the meeting program. These surveys were used to evaluate how the public felt the planning team did at a particular meeting.

#### Telephone Hot Line

A Comprehensive Plan hotline was established for people to offer comments, add their name to the mailing list, or inquire about the plan. On average 10 or more calls were logged per week during the development of the plan. Each call was returned by one of the planning team members.

#### The Comprehensive Plan Web Page

A Maricopa County Comprehensive Plan web page<sup>8</sup> was developed during the early stages of the planning process. This page and provided residents the opportunity to view documents created as part of the planning process. The page also was set up to allow users to comment on the information contained. These pages have had thousands of visitors who took advantage of this technology to get public comment.

#### Oversight and Staff Steering Committees

Two committees were established to provide guidance to the planning process: the Oversight Committee, and the Staff Steering Committee. The Oversight Committee was comprised of one Supervisor, three Planning and Zoning Commission members, and one Transportation Advisory Board member. These committees advised staff throughout the development of the Comprehensive Plan. The Oversight Committee met monthly to review and comment on documents prepared by staff, and provide strategic direction.

The Staff Steering Committee compromised key staff from all County departments with a stake in the planning process. This included Flood Control, Transportation, Planning and Infrastructure Development, Solid Waste, Environmental Services, Recreation Services, Public Health and Community Services, Community Development, Office of Management and Budget, and the Sheriff's Office. The Maricopa Association of Government's Transportation Planning Office also participated on this committee. The committee met regularly and provided important input from their respective departments.

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<sup>8</sup> <http://nova.mcdot.maricopa.gov/mcdot/transplan/transplan.html>

## **Appendix B - Background Reports**

The Comprehensive Planning Team has conducted extensive research throughout the planning process in support of the development of the plan. The following documents are on file at the Maricopa County Department of Planning and Development and the Main Branch of the Maricopa County Public Library. Many of the documents are available on the Maricopa County Comprehensive Plan Web Page

County Profile

Transportation Survey

Land Use Attitudinal Survey

Historical Background and Population  
Analysis

Land Use Inventory and Analysis

Transportation Inventory and Analysis

Environmental Inventory and Analysis

Economic Development Inventory and  
Analysis

Transit White Paper

Agriculture White Paper

Boundary Review White Paper

Plan Amendment White Paper

Growth Management White Paper

Performance Zoning White Paper

Age Restricted Communities White Paper

Technical Analysis of Five Land Use  
Alternative

Technical Analysis of Two Land Use  
Alternatives

Comparative Fiscal Analysis of Two Land  
Use Alternatives

Comprehensive Plan Newsletters Numbers  
1-8



## **Appendix C - County Land Use Plans**

The Comprehensive Plan incorporates the area land use plans adopted by the Board Of Supervisors . These plans are on file at the Department of Planning and Development:

Desert Hills Foothills Policy and Development Guide (1979)

East Mesa Land Use Plan (1988)

Estrella Land Use Plan (1989)

Grand Avenue Land Use Plan (1988)

Laveen Land Use Plan (1988)

Little Rainbow Valley Land Use Plan (1988)

New River Land Use Plan (1988, rev. 1995)

Queen Creek Land Use Plan (1988)

Tonopah Land Use Plan (1988, rev 1992)

Westside Military Airbase Area Land Use Plan (1991)

Williams Regional Planning Study (1996)

White Tanks Agua Fria Policy and Development Guide (1982)

## **Appendix D-Municipal General Plans**

The Maricopa County Comprehensive Plan considers the General Plans of the cities and towns in Maricopa County as a guideline for decision making within the General Plan Development Area. Copies of these plans are on file at the Department of Planning and Development for reference only. To ensure accuracy, inquiries concerning General Plans should be directed to the relevant jurisdiction.

Avondale General Plan

Buckeye General Plan

Carefree General Plan

Cave Creek General Plan

Chandler General Plan

El Mirage General Plan

Fountain Hills General Plan

Gila Bend General Plan

Gilbert General Plan

Glendale General Plan

Goodyear General Plan

Guadalupe General Plan

Litchfield General Plan

Mesa General Plan

Paradise Valley General Plan

Peoria Comprehensive Plan

Phoenix General Plan

Queen Creek General Plan

Scottsdale General Plan

Surprise General Plan

Tempe General Plan

Tolleson General Plan

Wickenburg General Plan

Youngtown General Plan

## Appendix E - Land Use Categories

The regional standardization of land use designations is crucial to the efficient coordination of the Comprehensive Plan with municipal General Plans. The following 24 land use categories will be applied throughout the next steps of the comprehensive planning process, including updates to the existing area land use plans and the development of new area plans. These categories are based on the land use categories developed by MAG in 1995, with the intention of unifying land use designations throughout the MAG planning area.

Table 4: Land Use Categories

	Category	Description
1	Rural	1 dwelling unit/acre or less
2	Large Lot Residential	Greater than 1 and less than or equal to 2 dwelling units/acre
3	Small Lot Residential	Greater than 2 and less than or equal to 5 dwelling units/acre
4	Medium Density Residential	Greater than 5 and less than or equal to 15 dwelling units/acre
5	High Density Residential	Greater than 15 dwelling units/acre
6	Neighborhood Retail Centers	Less than 100,000 square feet
7	Community Retail Centers	To 500,000 square feet
8	Regional Retail Centers	More than 500,000 square feet
9	Hotels, Motels, and Resorts	Includes general recreational and convention
10	Warehouse/Distribution Centers	
11	Industrial	Includes general warehousing, storage, distribution activities, general manufacturing and product assembly
12	Business Park	Includes enclosed industrial, office or retail in a planned environment
13	Office	Includes professional office environments which are comprised of real estate, health care, land, banking, and related activities
14	Educational	
15	Institutional	Includes hospitals, churches, and cemeteries
16	Public Facilities	Includes community centers, power sub-stations, libraries, city halls, police and fire stations and other government facilities
17	Large Assembly Areas	Includes stadiums and fairgrounds
18	Transportation	Includes railroads, railyards, transit centers, and freeways
19	Airports	
20	Recreational Open Space	Includes parks and golf courses
21	Dedicated or Non-developable Open Space	Includes mountain preserves and washes
22	Water	Includes lakes, rivers, and canals
23	Agriculture	Includes land for cultivation, the raising of crops, and the production and maintenance of livestock
24	Mixed Use	Includes business parks, commercial, office and/or high density residential

## **Appendix F—Comprehensive Plan Amendment Guidelines**

draft 3.1